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No. 20,514 第二萬零五百壹十四號 日七廿月三年子甲 HONGKONG, MONDAY, MARCH 31ST, 1924 禮拜壹 中華民國十三年三月廿一號 PRICE, $3 PER MONTH

INTIMATIONS

POTASUL.

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[89

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE

WEEK DAYS.

6.50 a.m.,	7.10 a.m.	
7.10 „ to	8.00 „	every 15 minutes } Stopping
8.00 „	8.20 „	„ 10 „ }
	8.30 „	Non Stop
	8.37 „	Stopping
	8.47 „	Non Stop
	8.54 „	Stopping
	9.04 „	Non Stop
	9.11 „	Stopping
	9.20 „	Stopping
9.50 a.m. to	11.00 „	every 10 minutes } Stopping
11.20 „ „	12.30 p.m.	„ 15 „ }
	12.40 „	Non Stop
	12.47 „	Stopping
	12.57 „	Non Stop
	1.04 „	Stopping
	1.13 „	Non Stop
	1.29 „	Stopping
1.39 p.m. to	4.00 „	every 10 minutes } Stopping
4.00 „ to	4.30 „	„ 15 „ }
4.30 „ to	6.30 „	„ 10 „ }
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SUNDAYS

7.50 a.m.	7.10 a.m.	
7.10 a.m. to	9.30 „	every 15 minutes }
9.30 „ „	11.00 „	„ 10 „ }
1.15 „ „	12.00 noon	„ 15 „ }
1.00 noon „	1.00 p.m.	„ 10 „ } Stopping
1.00 p.m.	2.30 „	„ 15 „ }
2.30 „ „	4.30 „	„ 10 „ }
4.30 „ „	5.30 „	„ 15 „ }
5.30 „ „	6.30 „	„ 10 „ }
	6.40 „	Non Stop
	6.47 „	Stopping
	6.57 „	Non Stop
	7.04 „	Stopping
	7.13 „	Non Stop
	7.20 „	Stopping
	7.30 „	Non Stop
	7.37 „	Stopping
	7.47 „	Non Stop
	7.54 „	Stopping
	8.03 „	Non Stop
	8.10 „	Stopping

SATURDAYS:

Extra Car—12 midnight.

NIGHT CARS—WEEKDAYS AND SUNDAYS 8.50 p.m., 9.00 p.m., 9.20 p.m.

9.20 p.m. to 11.00 p.m. every 20 minutes } Stopping
.15 „ „ 11.45 „ „ 15 „ „ }

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BY ARRANGEMENT AT THE COMPANY'S OFFICE ALEXANDRA BUILDINGS

Hongkong, 1st January 1923. [885

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	8.35	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati .....dep.	6.51	...	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin .....dep.	7.03	...	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo .....dep.	7.17	...	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	...	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling .....dep.	7.33	...	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	9.13	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun .....arr.	7.44	9.19	10.19	11.29	12.58	2.16	5.33	6.27	8.09

Sundays & Public Holidays only.

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.33	8.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.33	6.27
Taipo .....dep.	7.47	8.34	10.12	11.08	12.07	3.27	5.08	5.37	6.31
Shatin .....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04

Sundays & Public Holidays only.

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.30	6.30	Shataukok..dep.	6.30	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY, HONGKONG.

53] H. P. WINSLOW, Manager.

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We beg to Notify the Public of Our REMOVAL on the 1ST APRIL, 1924, into New Premises situated in the ASIATIC PETROLEUM COMPANY'S BUILDING, 26, QUEEN'S ROAD CENTRAL.

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SPORT.

FOOTBALL.

SATURDAY'S RESULTS.

HONGKONG LEAGUE.—DIVISION I.

South China	2	E. Surrey Regt.	1
Kowloon	2	H.M.S. *Ambrose*	0
R.G.A.	2	Hongkong Police	0

DIVISION II.

Club de Recreio	8	Filipino Club	0

SOUTH CHINA v. EAST SURREYS.

A record crowd attended the Club ground and its surroundings to witness this league game between the South China and East Surreys. Hours before the advertised time for kicking off, the Chinese took up positions not only on the ground but on the hills and house-tops overlooking the field of play. When the game started it was estimated that the crowd was greater than that which witnessed the Interport game between Shanghai and Hongkong last year. The stands were overcrowded long before the game started.

The Surreys were the first to attack, but Chan So prevented any danger by a fine clearance. Free kicks were frequent in the opening minutes but not dangerous. South China forced a corner but the Surreys cleared. Chan Kwong Ui and Lai Wai Tong sent in shots which the goalkeeper cleared. Good work on the South China right wing ended with a fine centre by Pang Kam Hing, and Cooper clearing. Eaton handled close in and spoilt a good chance for the Surreys. The first goal of the match fell to South China from a penalty kick. Hands against Bristowe was the cause of the penalty, and Lai Wai Tong, with a well directed shot, easily beat Douglas and gave South China the lead.

South China again got well in and Boniface handled outside the area. Leung Yuk Tong sent in a fast shot from the free kick but the ball struck the upright and rebounded to play. South China forwards were worrying the soldiers' defence and a fine cross shot from Chan Kwong Ui was met by Wong Pak Chong, who headed the ball into the net, thereby putting South China two up after about twenty minutes' play.

South China continued to attack and forced a couple of corners but the Surreys kept them out. The Surreys then took up the attack and several corners fell to them, but they were unable to improve upon them. Following this South China returned to the attack, but a free kick against them close in relieved. The interval arrived with South China leading by two goals to *nil*.

From the re-start South China attacked and Pang Kam Wing sent over from the right. Douglas cleared. Eaton from a good position shot wildly and the next visit by the Surreys was spoilt by offside play. Play was very fast and the ball travelled from end to end, the forwards on both sides shooting wild. The Surreys forced a corner and from a well placed corner kick, Wooldridge beat Lau Hing Cheung. Chan So made a great effort to save, but the referee was in a good position and pointed to the centre of the field.

From midfield the Surreys returned to the attack and Lau in goal was called upon to defend by Wooldridge. Keeping up the pressure the Surreys had a chance to level up, for Chan So gave away a penalty, but Boniface sent the ball flying over the bar from the spot kick. This was hard luck for the Surreys who were now playing a better game than in the first half.

Phillips threw away another chance a moment later when he handled close in and with only the goalkeeper to beat. The Surreys continued to press but failed to score, and the final whistle sounded leaving South China winners by two goals to one, thereby reversing the scores in the Challenge Shield competition played at Sookunpoo early in the season.

The game was well contested throughout, and whereas the South China team were superior in the first half the Surreys were much the better side in the closing half. On the general run of the game the Surreys should have shared the points.

South China.—Lau Hing Cheung; Lai Yuk Tat and Chan So; Wong Shui Wa, Leung Yuk Tong and Lam Yuk Ying; Pang Kam Wing, Choi Ping Fan, Wong Pak Chong, Lai Wai Tong and Chan Kwong Ui.

East Surreys.—Douglas; Cooper and Williams; Petten, Boniface and Bristowe; Charlesworth, Eaton, Wooldridge, Phillips and Mackleworth.

Referee: Mr. Smith.

KOWLOON v. "AMBROSE."

On the Kowloon F.C. ground the home team beat the *Ambrose* by two goals to *nil*. From the kick off the home team had the advantage and following several raids into the sailors' territory McKelvie from long range, tested Edwards. Kowloon continued to have the better of the game but faulty shooting by the forwards prevented any score. The sailors' attack seldom crossed the halfway line, but the defence were fairly good. Following a corner kick, Nash headed in and, Edwards punching out, the ball fell to the toe of Mason who returned it over the bar. At the interval the score sheet was blank.

The sailors were the first to become dangerous in the second half and Duncan was called upon to save from Page. Nash received in midfield and ran through, tipping to Roberts who beat Edwards with a fast shot. A visit by the sailors to Duncan found the home goalkeeper in position and he saved well from a fine cross shot by Day. The second goal for Kowloon came from a penalty kick. Butcher brought Nash down as he was running through, and from the spot kick Mason beat Edwards. With Kowloon attacking the final whistle sounded leaving Kowloon winners as above.

The game was not exciting. Kowloon deserved their win. Tout and Edwards were good for the *Ambrose*, but the attack was only moderate. Kowloon were not extended, but their forwards were wild in shooting.

Kowloon.—A. Duncan; F. Wheeler and Morton; Turner, McKelvie and Hayes; Latham, Mason, Roberts, Nash and Walls.

Ambrose.—Edwards; Butcher and Tout; Ridley, Burt and Barber; Norsworthy, Page, Conner, Neill and Day.

Referee: Mr. Pernan.

R.G.A. v. POLICE.

At Sookunpoo this league game attracted about a dozen spectators, the main attraction being the match on the Club ground. Throughout the game the Police fielded nine men only. The R.G.A. had most of the game, but the Police, playing the one back game, held their opponents who were repeatedly being pulled up for offside. The interval arrived with the score sheet blank.

The second half was uninteresting. Although the R.G.A. scored on two occasions, the Police put in some very sound play. Mair was good in goal for the Police and the shots that beat him were from close range. Within ten minutes after the re-start the R.G.A. were leading. Spink, the R.G.A. centre half, sent Hemsworth in and the latter beat Mair with a well placed shot. The second goal was a brilliant piece of play on the part of Pulford who brought the ball down the wing and, running close in, sent the ball into the net at top speed. Spink had a chance but sent the ball over the top after he had struck the crossbar with a hard drive.

The final whistle found the R.G.A. winners by two clear goals.

Referee: Mr. Spencer.

CLUB DE RECREIO v. FILIPINO CLUB.

This was the only game in the junior division and the Club de Recreio won by eight goals to *nil*. The Filipino Club fielded a weak side and although they held the Club during the opening half they fell away towards the end and were heavily defeated. The only goal of the first half was scored by Remedios, who sent in from long range from a free kick, and Fernandez misjudged the flight of the ball. Fuertes put the Club further ahead in the first minute of the second half and shortly after Osmund scored from a penalty kick. Further goals were scored by Osmund (2), Riberio, Fuertes and Pinna.

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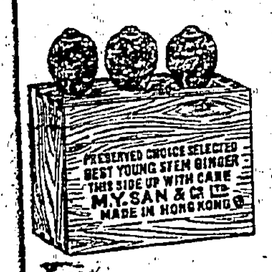

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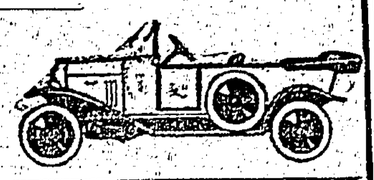

COMPANY MEETINGS.

THE DOUGLAS STEAMSHIP CO., LIMITED.

The forty-first annual general meeting of the Douglas Steamship Co., Ltd., was held at the offices of the Company, on Saturday morning. Mr. H. P. White presided and there were also present: Mr. D. G. M. Bernard, Mr. W. E. Clarke, and Mr. C. G. Mackie (Consulting Committee), Mr. C. L. Farmer (Secretary), and the following shareholders: Messrs. G. P. Lammert, E. Abraham, Chan Yu Ching, Lam Kim Chor, A. A. Alves, S. T. Williamson, J. E. Gomes and F. J. Gill.

The CHAIRMAN said:—Gentlemen,—The report and accounts, which cover a period of six months only, having been in your hands for some time, I will, with your permission, take them and the auditors' report, as read, and I trust that shareholders will accept the figures presented as satisfactory, taking into consideration the continued disorganised political condition of China, which, it is regretted, shows no signs of betterment, and that trade consequently has been of a fitful and uncertain nature, while the number of competitors is increasing. As stated in the report, both the *Haiching* and *Haihong* have each undergone an extensive overhaul during the half-year, the cost of which has been debited to the working account of the steamers, and it is anticipated that little will be required in the way of repairs for the next year or two. The new steamer *Hai Ning* will be soon in commission, and we fully expect will prove a very satisfactory addition to the Company's fleet. She is 315 feet in length and 48 feet beam, and has accommodation for over 40 first-class passengers, in commodious two-berths staterooms amidships; accommodation for 32 second-class passengers in a deck-aft, while her exceptionally lofty and airy tween deck will render her a favourite with deck passengers; in addition, she will have higher speed than is usual in steamers of her size, while her hull being composed of iron is better calculated to resist the effects of corrosion than if built of steel.

The accounts call for no special comment, and I trust you will approve of the proposed distribution of profits, and also of our contribution to the Japanese Earthquake Fund. The amount written off as depreciation represents 4 per cent. for the half-year, being the amount allowed under the Company's Articles of Association; namely 8 per cent. per annum on the value less the amount of the reserve fund.

Regarding prospects for the current year, in the present unsettled state of affairs in the Far East an element of uncertainty must always exist, but I can state that earnings, up to the present time, are satisfactory. I now beg to propose the adoption of the report and accounts, as presented, and after this has been seconded, will be pleased to answer any questions shareholders may desire to ask.

The adoption of the report and accounts was seconded by Mr. G. P. LAMMERT and carried unanimously, there being no discussion.

On the proposal of Mr. WILLIAMSON, seconded by Mr. GOMES, Messrs. D. G. M. Bernard, W. E. Clark and C. G. Mackie were unanimously re-elected as Consulting Committee for the current year.

On the motion of Mr. ABRAHAM, seconded by Mr. GILL, Messrs. Lowe, Bingham & Matthews and Messrs. Linstead & Davis were elected auditors for the current year at remuneration of $500 per annum each.

This was all the business, the CHAIRMAN announcing that dividend warrants were ready.

LAND RECLAMATION CO., LTD.

An extraordinary general meeting of the above Company was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., on Saturday.

The only business was the confirmation of the resolution passed at an extraordinary general meeting on March 14th last to voluntarily wind up the Company and to appoint Mr. L. S. Greenhill as liquidator.

This resolution was duly confirmed.

HONGKONG IMPORT MARKETS.

The following comments on the market are taken from the fortnightly report of the Hongkong General Chamber of Commerce:—

Piece Goods.—We hear of no sales having been recorded during the interval. The market is steady and values unchanged.

Fancy Goods.—The period under review has been very quiet. Transactions are reported in Brocades and a few similar lines for next Spring requirements, but there is no general anxiety to buy as yet. Prices if anything show a downward tendency, and there is not much confidence.

Cotton Yarn.—There has been a better enquiry from Yunnan and, taking the situation all round the number of bales which have been put through is considered satisfactorily. Prices for some chops have improved by $1 to $2 per bale.

Quotations are:—No. 10s at $220 to $225; No. 12s at $225 to $243; No. 16s at $235 to $250; No. 20s at $230 to $250. Arrivals *nil*. Shipments *nil*. Sales 3,150 bales. Unsold stock 7,000 bales. Bargains 3,000 bales.

Woollens.—The market is quiet.

Raw Cottons.—There have been no sales and quotations are purely nominal. Indian description at $44 to $60. Chinese staple at $45 to $65.

Metals.—Market dull. A few small sales of spot cargo reported but very little forward business offering.

Flour.—Stock: 1,400,000. Market: Dull.

Window Glass.—Market easy. Few small sales.

Sugar.—Market weak.

Saltpetre.—Stock 11,000 bags. Very steady tone for ready cargo since last report.

HONGKONG QUESTIONS.

REPLIES BY THE SECRETARY OF STATE.

The London *Daily News* states:—

Mr. J. H. Thomas, Colonial Secretary, writes in reply to Lady Astor that in view of the steps taken to abolish mui tsai (system of slavery by "adoption") he hoped it would not be necessary to lay the correspondence with the Hongkong Governor before the House.

A report on prostitution in Hongkong was received last year. By associating the two subjects he felt sure Lady Astor did not intend to convey an aspersion on the character of mui tsai.

The registered brothels in Hongkong last year numbered 296.

Mr. Ammon, Financial Secretary to the Admiralty, informed Lady Astor that the prevalence of venereal disease in the China Squadron was receiving serious consideration at the Admiralty.

THE CORONET THEATRE.

Little Wesley Barry's greatest picture comes to the Coronet Theatre this evening in "Rags and Riches" which has won unstinted praise from all who have seen it. Primarily it is a story for the children, but its many admirable qualities make it equally delightful for adults. The plot deals with a wealthy youngster who sighs for adventure and meets it in a very unexpected way through the agency of a burglar. How the two fall into the hands of a crook gang, how they make perilous escape by leaping from a moving train into a lake, how they find quiet retreat as farm hands, and how they eventually return to society chastened and reformed, make one of the most charming, amusing and at the same time exciting pictures the Colony has yet had the good fortune to witness. "Freckles" heads a very strong cast, and the screening is all that could be desired. "Rags to Riches" is therefore a picture that the youngest and the oldest can visit with the utmost confidence for an enjoyable couple of hours.

WEATHER REPORT.

March 30th at 18.15—Pressure has increased slightly over Formosa and the neighbouring coast, and decreased slightly to moderately elsewhere. A weak anticyclone is central over the lower Yangtse Valley, and a shallow depression covers Indo-China.

Hongkong rainfall for the 24 hours ending at 18 hours, 30th March, 0.00 inch. Total since January 1st, 5.69 inches, against an average of 5.08 inches.

The forecast for the 24 hours ending at 18 hours, Mar. 31st is as follows:—

DISTRICT	FORECAST
Formosa Channel	...N.E. winds, fresh.
Hongkong to Gap Rock	E. winds, moderat to fresh, cloudy, mist or drizzling rain.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

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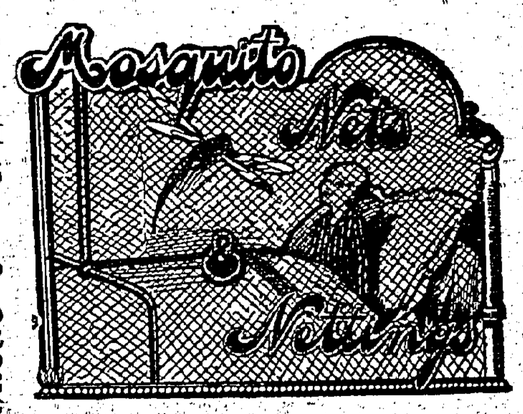

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SECOND LEAGUE.

NAVY v. H.K.C.C.

By notching full points from the H.K.C.C. on Saturday at Happy Valley, the Navy second string have gone a step further towards making the second league championship safe for themselves. They have still two matches to play, the one next week against the Indians at Sookunpoo which should be the deciding factor, and in which the Navy will have to go all out to win. At present the Royal Engineers head the table with 36 points. They have completed their fixtures. The Navy have 34 points to their credit and have to win both matches to win the league contest. On Saturday the Navy won by 94 runs, their score being 195 for seven (declared) as against the H.K.C.C. 101 all out.

Scores:—

NAVY 2ND XI.

Pay. C. Osborne, c and b Lee	38
Marine Wilkins, c and b Stevens	4
Sub-Lt. Courage, c Read, b McNicoll	11
Pay-Lt. Gregory, b McNicoll	58
Pay-Lt.-Com. Worthington, b Hancock	32
Lt. Jackson, c and b Hancock	5
Pay-Lt. Hogg, run out	1
P.O. Tizley, not out	3
Extras	43
Total (for 7 wkts., dec.)	195

Lt. Rogers, Mid. Macintyre and Marine Leach did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Reed	9	0	49	0
Stevens	6	0	17	1
Lee	6	0	34	1
McNicoll	3.1	0	2	1
Airey	6	0	30	0
Hancock	6	0	20	0

H.K.C.C. 2ND XI.

A. K. Mackenzie, b Hogg	8
A. Stevens, c Tizley, b Gregory	61
D. Reed, b Tizley	1
M. E. F. Airey, b Leach	14
L. D. McNicoll, b Leach	0
D. J. Nicholson, b Leach	0
M. M. Watson, b Leach	4
R. M. McAlpine, b Leach	7
J. N. Owen, b Leach	1
J. Hancock, c Wilkins, b Leach	0
F. Lee, not out	2
Extras	3
Total	101

Bowling Analysis.

	O.	M.	R.	W.
Hogg	7	1	37	1
Tizley	7	0	37	1
Gregory	4	0	18	1
Leach	3.3	1	7	7

FRIENDLY MATCHES.

K.C.C. v. THE NAVY.

This match was played at Kowloon on Saturday and resulted in a fairly easy win for the visitors by 138 runs. Pay-Lt.-Com. Pafford scored 104 and retired.

Scores:—

NAVY.

Pay-Lt.-Com. Pafford, retired	104
Lt.-Com. Jotham, b Pestonji	4
Lt. Darcy Evans, c Lindsell, b Howell	47
Pay-Lt. Hargreaves, c and b Overy	23
Rev. Fr. Purcell, b Pestonji	14
Lt. Simpson, c Fraser, b Overy	10
Lt. Besant, not out	11
Lt. Boyle, not out	27
Extras	21
Total (for 6 wkts., dec.)	261

Chief-Supt. Door, Lt. Manders and Capt. Quinlan did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Pestonji	10	0	78	2
Fraser	3	0	27	2
Raymond	3	0	30	0
Howell	5	0	35	1
Overy	5	0	41	2
Brawn	3	0	30	0

K.C.C.

S. Jex, c Purcell, b Besant	20
F. H. Howell, c Purcell, b Hargreaves	12
L. A. R. Duncan, b Pafford	7
R. Pestonji, c and b Pafford	1
A. O. Brawn, b Besant	11
J. Fraser, st. Boyle, b Pafford	14
A. R. F. Raven, b Quinlan	22
R. E. Lindsell, c Besant, b Pafford	13
E. Dewhurst, c Darcy Evans, b Door	4
D. S. Green, c and b Quinlan	5
H. Overy, not out	1
Extras	12
Total	123

Bowling Analysis.

	O.	M.	R.	W.
Hargreaves	7	1	20	1
Quinlan	8	2	14	2
Besant	8	1	34	2
Pafford	8	0	41	4
Door	1	0	2	1

H.K.C.C. v. THE EAST SURREY REGIMENT.

The East Surrey Regiment lost in a friendly match played on the Club ground to the H.K.C.C. on Saturday. Going in first, the Regiment scored 121 to which the H.K.C.C. replied with 240. Lt.-Col. Matthews had the highest score of the match with a well-compiled 63 (retired).

Scores:—

EAST SURREYS.

Capt. Kent, c Powell, b O. Hughes	27
Lt. Armstrong, b Webster	19
C.Q.M.S. Strip, c O. Hughes, b Powell	4
Lt. Allfree, b Bowker	5
Lce.-Cpl. Clark, not out	6
Capt. Rowe, c Webster, b O. Hughes	19
Sgt. Wright, run out	0
Lt. Sutton, c Col. Robertson, b O. Hughes	0
Bd. Starling, b More	5
L/S. Worsford, b More	0
Pte. Holliday, b Powell	13
Extras	26
Total	121

Bowling Analysis.

	O.	M.	R.	W.
Bowker	5	0	15	1
Powell	7.2	2	10	9
Webster	4	0	28	1
Owen Hughes	6	0	37	4
More	5	1	22	2

H.K.C.C. 1ST XI.

Col. Matthews, retired	63
H. Owen Hughes, l.b.w., b Kent	11
E. J. R. Mitchell, st. Stripp, b Allfree	42
G. R. More, st. Stripp, b Rowe	26
Col. Robertson, run out	16
R. E. A. Webster, b Rowe	25
J. A. H. Plummer, l.b.w., b Rowe	8
D. R. Wahl, b Rowe	4
J. P. Bridger, c Strip, b Rowe	0
A. C. I. Bowker, not out	6
Extras	39
Total (for nine wickets)	240

Rev. T. W. Powell did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Rowe	9	2	21	5
Kent	11	1	58	1
Worsfold	4	0	28	0
Allfree	7	0	44	2
Clark	7	0	31	0
Starling	2	0	14	0

QUEEN'S COLLEGE OLD BOYS v. STAFF AND PUPILS.

This annual match was played at Sookunpoo on Saturday and resulted in a win for the Staff and Pupils by 80 runs. The Old Boys went in first and compiled 97, Arculli and Wallington securing most of their wickets. The Staff and Pupils replied with 177, the outstanding scores being 61 by H. G. Wallington and 41 (not out) by F. M. el Arculli.

Scores:—

Q.C. OLD BOYS.

C. Choa, c Mardar, b Wallington	0
H. H. Madar, c and b Wallington	21
J. S. A. Curreem, b Arculli	3
H. C. Hunt, b Arculli	2
A. el Arculli, l.b.w., b Wallington	0
S. H. Ismail, c Saban, b Arculli	1
C. G. Anderson, c Minu, b Madar	19
Choa Man Ping, b Madar	3
A. Ismail, b Arculli	10
A. Curreem, not out	21
A. Samy, b Wallington	1
Extras	16
Total	97

Bowling Analysis.

	O.	M.	R.	W.
Arculli	6	1	19	4
Wallington	10	1	22	4
Fletcher	3	0	19	0
Minu	2	0	6	0
Madar	3	1	16	2

STAFF AND PUPILS.

H. G. Wallington, b Curreem	61
M. P. Madar, run out	8
H. R. Meacock, c Anderson, b Madar	6
J. C. Fletcher, b Madar	0
K. L. Chau, c Anderson, b Choi	35
F. M. el Arculli, not out	41
A. R. Minu, c Curreem, b Choi	0
P. S. Tsoi, c Curreem, b Choi	0
M. Shaban, c Curreem, b Choi	13
R. Ho Tung, b Arculli	0
M. Hassan, b Arculli	0
Extras	13
Total	177

Bowling Analysis.

	O.	M.	R.	W.
Arculli	11.5	0	54	2
Madar	7	1	29	1
Curreem	6	1	21	1
Hunt	3	0	21	0
Choi	6	0	34	4

TAIKOO v. EWO.

Ewo defeated Taikoo at Causeway Bay on Saturday by 60 runs. Taikoo batted first and scored 54. Fielding for Ewo, W. W. McKenzie had a very fine catch in the long field by which he dismissed Dean. G. R. Vallock secured four wickets for none, which was the best average of the match. Ewo made 114 runs, W. Galloway being top scorer with 39.

Scores:—

TAIKOO.

H. Griffin, c and b Bernard	3
F. N. Young, b Bernard	7
E. C. Hagen, c Piercy, b Bernard	2
A. V. C. Dean, c McKenzie, b Piercy	9
G. R. Vallock, c Bernard, b Railton	14
F. T. Wakefield, b Bernard	0
R. M. Chaloner, c and b Piercy	1
B. Crowley, b Hollands	8
H. R. Forsyth, c Galloway, b Hollands	7
H. Spicer, c Bernard, b Railton	0
P. Mills, not out	0
Extras	3
Total	54

Bowling Analysis.

	O.	M.	R.	W.
Bernard	6	0	24	4
Piercy	5	1	18	2
Hollands	3	1	11	2
Railton	2	1	1	2

EWO.

H. E. Hollands, c Young, b Griffin	2
W. W. Mackenzie, b Young	9
W. Brackenridge, c Griffith, b Vallock	20
D. G. M. Bernard, b Griffin	17
G. H. Piercy, b Young	9
W. Galloway, b Dean	39
G. H. Gompertz, b Dean	5
N. L. Railton, b Vallock	1
W. B. Cornaby, c Young, b Vallock	5
W. D. Jamie, b Vallock	0
R. E. Macdougall, not out	0
Extras	14
Total	114

Bowling Analysis.

	O.	M.	R.	W.
Young	8	1	34	2
Griffin	9	2	48	2
Dean	4	0	19	2
Vallock	2.1	2.1	0	4

C.S.C.C. v. R.G.A.

The C.S.C.C. won this match, which was played at Happy Valley on Saturday, by 54 runs. The feature of the match was the fine bowling of F. Baker who secured four wickets for six runs in three overs.

Scores:—

R.G.A.

Lt.-Hall, b Bird	3
S. M. Page, b Hamilton	9
Major Smith, b Ling	25
Gr. Oldershaw, b Hamilton	12
Lt. Smith, b Evans	22
Capt. Bennet, b Baker	6
Lt. Henslowe, b Evans	5
Sgt. Bell, l.b.w., b Baker	1
Mt. Gr. Rough, not out	0
Sgt. Gifford, b Baker	3
Gr. Vicear, b Baker	0
Extras	5
Total	91

Bowling Analysis.

	O.	M.	R.	W.
Bird	5	0	26	1
Hamilton	9	4	29	2
Ling	5	0	16	1
Baker	3.4	0	6	4
Evans	3	0	9	2

C.S.C.C. 1ST XI.

B. D. Evans, b Henslowe	0
R. C. Witchell, c Oldershaw, b Henslowe	14
F. Baker, b Rough	39
J. S. McLaren, b Rough	5
W. H. Edmonds, c Gifford, b Rough	2
F. J. Ling, l.b.w., b Rough	15
J. H. B. Nihill, b Henslowe	1
R. E. O. Bird, b Smith	14
E. W. Hamilton, c Page, b Smith	42
F. H. Holdman, not out	0
Extras	5
Total	145

Bowling Analysis.

	O.	M.	R.	W.
Rough	9	1	38	5
Henslowe	7	1	49	3
Lt. Smith	3	0	26	0
H. Smith	2.5	0	19	2

CRAIGENGOWER v. E.A.S.M.A.

The Ex-Active Service Men's Club were defeated in a friendly match played at Happy Valley on Saturday by 53 runs. Pinna, bowling against the E.A.S.M.A., took three wickets in one over for no runs. The side was dismissed for the low score of 49. Craigengower replied with 92.

Scores:—

EASMA.

F. E. Lawrence, c Muskett, b Fritz	0
R. Earnshaw, b Milne	0
Bull, run out	5
Cox, st. Dennis, b Modi	0
White, c Leonard, b Muskett	0
C. Earnshaw, c Modi, b Abbas	13
Ellwood, b Abbas	20
Terry, b Pinna	0
Wilson, c Abbas, b Pinna	1
Paice, c Milne, b Pinna	0
Coom, not out	0
Extras	10
Total	49

Bowling Analysis.

	O.	M.	R.	W.
Milne	1	0	4	1
Fritz	1	0	1	2
Modi	3	1	25	1
Muskett	3	1	8	1
Abbas	1	0	1	2
Pinna	1	1	0	3

CRAIGENGOWER.

Madi, b R. Earnshaw	0
Y. Abbas, c and b R. Earnshaw	0
Muskett, c Ellwood, b Earnshaw	0
Fritz, st. Wilson, b Paice	16
Dennis, b Paice	8
Pinna, b Paice	2
Milne, c Ellwood, b R. Earnshaw	3
S. Abbas, b R. Earnshaw	1
Leonard, b Paice	13
Mowfung, b Paice	8
Bradbury, not out	20
Extras	12
Total	92

Bowling Analysis.

	O.	M.	R.	W.
R. Earnshaw	11	2	37	5
C. Earnshaw	4	1	11	0
A. Paice	7	0	32	5

THE RIFLE LEAGUE.

YESTERDAY'S SHOOT.

One of the most interesting shoots of the Season took place yesterday at Stonecutters when the Hongkong Volunteer Corps met and defeated the H.M.S. *Tamar*. The position was made interesting by the fact that if the *Tamar* men had been successful it would have meant a triangular match for the league championship between the *Tamar*, the *Despatch* and the Volunteers, and from the results of the previous shoots it seemed probable that the *Tamar* would win, but such was not the case, the Volunteers securing the victory by 48 points after allowing six per cent. for open sights. The weather was fine, but from the marksman's point of view it was far from good, a hazy atmosphere and a strong breeze making shooting at the 500 and 600 yards targets very trying for the older shots.

The scores were follows:—

H.M.S. "TAMAR."

	200 yds.	500 yds.	600 yds.	Total.
Sergt. Kennedy	29	34	32	95
C.P.O. Williams	28	28	27	83
Sergt. Clemon	27	28	27	82
P.O. Lean	25	30	26	81
P.O. Feggitt	26	26	27	79
E. R. A. Wilkes	28	28	23	79
Capt. Quinlan	26	25	25	76
Tel. Wallan	26	24	16	66
	215	223	203	641
All used open sights 6 per cent.				39
Grand Total				680

VOLUNTEER DEFENCE CORPS.

	200 yds.	500 yds.	600 yds.	Total.
Simms	33	32	33	98
Railton	33	32	31	96
F. Goodman	31	29	33	93
Lyons	32	27	32	91
Swan	31	32	27	90
F. Goodman	33	29	28	90
Reid	31	24	31	86
Shaw	27	25	27	79
	251	230	242	723
Allowance 6 per cent. open sight				5
Grand Total				728

READY TO-DAY.

THE

DIRECTORY AND CHRONICLE

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1924

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AN "EXTREMELY USEFUL" BOOK.

Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,

GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
HONGKONG DAILY PRESS, LTD.,
HONGKONG.

THE FIRST EXTRA RACE MEETING.

GOOD SPORT IN IDEAL WEATHER.

Patron.—H.E. Sir Reginald E. Stubbs, K.C.M.G.

Honorary Stewards.—H.E. Admiral Sir Arthur C. Leveson, K.C.B., H.E. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., the Hon. Sir Claud Severn, K.B.E., C.M.G., LL.D., Commodore H. E. Grace, R.N.

Stewards.—The Hon. Sir C. Paul Chater, Kt., C.M.G., Sir Wm. Rees-Davies, Mr. D. G. M. Bernard, Mr. C. C. Boyd, Lieut.-Col. G. K. Hall Bratton, Mr. R. M. Dyer, Dr. F. Forsyth, the Hon. Mr. A. G. Stephen, and Mr. H. P. White.

Officials for Extra Meetings.—Messrs. M. T. Johnson, F. Sutton, H. P. White, T. E. Pearce, H. B. L. Dowbiggin, R. M. Dyer, and B. D. F. Beith.

Stewards in Charge of the Scale.—Mr. F. Sutton and Mr. R. M. Dyer.

Judge.—Mr. D. M. Ross.

Assistant Judge.—Mr. D. E. Clark.

Starter.—Mr. H. C. Macnamara.

Second Starter.—Lieut. C. C. Fleming.

Stewards in Charge of Paddock.—Mr. H. P. White and Dr. F. C. Forsyth.

Handicapper.—Mr. H. B. L. Dowbiggin.

Time-keeper.—Mr. T. E. Pearce.

Secretary.—Mr. C. Bernard Brown.

Clerk of the Course.—Mr. F. Sutton.

The first extra race meeting at Happy Valley on Saturday afternoon provided excellent sport. Favoured with ideal weather—the first really hot day we have had this Spring—the meeting was well-patronised and the ladies, tempted by the bright sunshine, turned out in fashionable Spring gowns, an opportunity denied to them at the annual meeting, five weeks ago. H.E. the Governor was present at the meeting, arriving in time to witness the first race. His Excellency was escorted to his private box by Mr. H. B. L. Dowbiggin.

The racing was good throughout and there were large fields. In the first race of the afternoon all the ponies entered (eleven) faced the starter, which is probably an unprecedented event. By way of contrast to the annual meeting, the galloping ponies raised clouds of dust coming up the home straight instead of ploughing through deep mud and splashing through pools of water. Some very good times were set up, especially in the first race when Loch Rannoch came in an easy first five lengths in front of Watteau. The pony's time was one minute dead, only a second and three-fifths above the record set up by Mr. John Peel's Ah Meo in 1921. If Loch Rannoch had been pressed it is very likely that his time would have been even better. This pony was turned out again in the sixth race for the Brocklesby Stakes (one mile) which he won comfortably. The only other owner to score two wins at the meeting was the Hon. Mr. A. G. Stephen, with Benz in the second race and Kupi in the last race. Of the jockeys, Mr. I. Zellensky was a notable absentee. The honours, taking them all round, were evenly distributed, Mr. Doyle heading the list with three wins, whilst Mr. Davies did well to secure a first and two seconds.

The best dividend of the meeting was paid on Pet Mouse. In the sixth race he came in third and paid to his fifteen backers the handsome return of $118.

Under the able direction of Bandmaster W. H. Brawshaw, the 1st East Surrey Regimental band played delightful selections of music at intervals during the afternoon.

Results:—

1.—MARCH STAKES: HALF MILE.

For subscription griffins of any season that have never won an official race, whether starters or not. 1st prize, $200; 2nd prize, $150; 3rd prize, $100.

Messrs. Dyer and Beith's Loch Rannoch, 147 lbs.....(Mr. Davies) 1
Messrs. Hosie and Cock's Watteau, 149 lbs.....(Mr. Matcham) 2
Mr. J. M. d'Almada Remedios's Jungle Cock, 147 lbs.....(Mr. Doyle) 3

Also ran:—Goom Rock, 153 lbs. (Mr. Harriman); Shu River, 161 lbs. (Mr. Stanton); Cottongrass, 155 lbs. (Mr. Soares); Roman Bay, 150 lbs. (Mr. Charles); Arctic Star, 147 lbs. (Mr. Sewell); Pet Mouse, 152 lbs. (Mr. Gibson); Blue Dun, 147 lbs. (Capt. Hall); What To Do, 154 lbs. (Mr. Seth).

Won by five lengths; half a length between second and third.

Time: 1min.

Pari-mutuel.		Cash Sweep.
Winner: $12.50		Ticket No.
1,	9.30	282, $1,516.20
2,	55.70	20, 433.20
3,	22.70	390, 216.60

Unplaced ponies ($20 each): Nos. 451, 339, 29, 277, 332, 15, 521, 304.

2.—HAINTON PLATE: "A" CLASS HANDICAP: SIX FURLONGS.

For China ponies. 1st prize, $400; 2nd prize, $150; 3rd prize, $100.

Hon. Mr. A. G. Stephen's Benz, 161 lbs. .....(Mr. Doyle) 1
Sir Paul's Valiant Dahlia, 153 lbs. (Mr. Gibson) 2
Mr. Dynasty's King Charlie, 153 lbs. (Mr. Matcham) 3

Also ran:—Rialto Star, 159 lbs. (Mr. Charles); Strathfarrar, 157 lbs. (Mr. Seth); White Rose, 153 lbs. (Mr. Lobel); River Grass, 159 lbs. (Capt. Neville); Oak Leaf, 151 lbs. (Mr. Harriman); Duku, 142 lbs. (Mr. Sewell).

Won by two lengths; half a length between second and third.

Time: 1min. 33.2-5secs.

Pari-mutuel.		Cash Sweep.
Winner: $11.10		Ticket No.
1,	7.40	362, $2,180.50
2,	12.60	370, 923.00
3,	16.70	172, 311.50

Unplaced ponies ($20 each): Nos. 740, 110, 87, 38, 567, 179.

3.—FIRST AGGREGATE STAKES: VALUE $1,000: ONE MILE.

For all China ponies.

A cup to be run for five times, or as decided by the Committee, called the Aggregate cup, will be presented at the end of the season to be won by the pony scoring most marks in the races for the Aggregate Stakes at the extra meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. 2nd prize, $200; 3rd, prize, $100.

Mr. A. H. Carroll's Fern Leaf, 151 lbs. (Mr. Harriman) 1
Sir Paul's Magnificent Dahlia, 146 lbs. (Mr. Soares) 2
Mr. Dynasty's Spotted Sand, 151 lbs. (Mr. Matcham) 3

Also ran:—Sunstar, 151 lbs. (Mr. Charles); Rothesay, 153 lbs. (Mr. Seth); Edenhall, 146 lbs. (Mr. Gibson).

Won by two lengths; a length between second and third.

Time: 2mins. 5.3-5secs.

Pari-mutuel.		Cash Sweep.
Winner: $33.30		Ticket No.
1,	8.20	470, $5,439.00
2,	8.90	518, 1,554.00
3,	6.90	471, 777.00

Unplaced ponies ($50 each): Nos. 440, 280, 420.

4.—CANWICK MAIDEN PLATE: FROM TWO MILE POST ONCE ROUND AND IN: (ABOUT 1 MILE AND 165 YARDS).

For griffins of this season. Winners barred. 1st prize, $400; 2nd prize, $120; 3rd prize, $100.

Mr. Nemazee's Nastaran II., 155 lbs. (Mr. Seth) 1
H.E. Sir Edward Stubbe's Gaudie, 147 lbs. .....(Mr. Davies) 2
Mr. J. T. Bagram's Magnetite, 155 lbs. (Mr. Gibson) 3

Also ran:—Silver Leaf, 158 lbs. (Mr. Harriman); Barcelona, 155 lbs. (Mr. Soares); Mountain Loch, 149 lbs. (Mr. Charles).

Won by two lengths; a length between second and third.

Time: 2mins. 24.3-5secs.

Pari-mutuel.		Cash Sweep.
Winner: $12.10		Ticket No.
1,	7.00	468, $2,635.50
2,	10.60	396, 753.00
3,	7.80	526, 376.50

Unplaced ponies ($20 each): Nos. 567, 157, 371.

5.—HAINTON PLATE: "B" CLASS HANDICAP.

For China ponies. 1st prize, $400; 2nd prize, 150; 3rd prize, $100.

Lady Severn's Langsat, 152 lbs. (Mr. Gibson) 1
Messrs. Albert and Arnold's Cottongrass, 148 lbs.....(Mr. Soares) 2
Mr. Dynasty's King Alfred, 153 lbs. (Mr. Matcham) 3

Also ran:—Peerless Dahlia, 157 lbs. (Mr. Sewell); Lighting, 147 lbs. (Capt. Osspring); Golden Jubilee, 150 lbs. (Mr. Davies); Knockuh Leg, 149 lbs. (Mr. Harriman); Uncle George, 154 lbs. (Mr. Potts); Roman Bay, 150 lbs. (Mr. Charles); Jungle Cock, 145 lbs. (Capt. Hall).

Won by a length; a length and a half between second and third.

Time: 1min. 36secs.

Pari-mutuel.		Cash Sweep.
Winner: $14.60		Ticket No.
1,	6.40	316, $2,636.20
2,	11.70	498, 753.20
3,	7.60	158, 376.60

Unplaced ponies ($20 each): Nos. 426, 490, 208, 844, 309, 679, 393.

6.—BROCKLESBY STAKES: ONE MILE.

For China ponies, subscription griffins of 1924. 1st prize, $400; 2nd prize, $150; 3rd prize, $100.

Messrs. Dyer and Beith's Loch Rannoch, 154 lbs.....(Mr. Doyle) 1
Mr. Dynasty's King Canute, 157 lbs. (Mr. Davies) 2
Mr. Henry Humphrey's Pet Mouse, 147 lbs.....(Mr. Sewell) 3

Also ran:—Durian, 163 lbs. (Mr. Gibson); Duku, 159 lbs. (Capt. Neville); The Work, 160 lbs. (Mr. Harriman); Speargrass, 150 lbs. (Mr. Matcham); Mountain Hawk, 152 lbs. (Mr. Charles); What To Do, 152 lbs. (Mr. Seth); Watteau, 147 lbs. (Mr. Soares).

Won by two lengths; half a length between second and third.

Time: 2mins. 11secs.

Pari-mutuel.		Cash Sweep.
Winner: $19.00		Ticket No.
1,	6.80	379, $2,661.40
2,	11.00	207, 760.40
3,	118.00	417, 380.20

Unplaced ponies ($20 each): Nos. 462, 282, 14, 671, 414, 768, 304.

7.—LINCOLNSHIRE HANDICAP: ONE AND A QUARTER MILES.

For China ponies. A cup presented by the local agency of the Netherlandsche Handel Maatschappij (in commemoration of the foundation of the bank on March 29th, 1824) with $450 added by the Club; 2nd prize, $200; 3rd prize, $100.

Hon. Mr. A. G. Stephen's Kupi, 159 lbs. ..... (Mr. Doyle) 1
Capt. R. Neville's Rivergrass, 156 lbs. (Mr. Charles) 2
Dr. F. H. Kew's Mopoke, 152 lbs. (Mr. Gibson) 3

Also ran:—Magnificent Dahlia, 154 lbs. (Mr. Soares); Kennington, 153 lbs. (Mr. Matcham); Oak Leaf, 151 lbs. (Mr. Harriman); Starland, 151 lbs. (Mr. Seth); Grey Dragon, 150 lbs. (Mr. Davies); Limonite, 150 lbs. (Mr. Sewell).

Won by three lengths; a neck between second and third.

Time: 2mins. 40.4-5secs.

Pari-mutuel.		Cash Sweep.
Winner: $7.70		Ticket No.
1,	6.10	194, $3,236.10
2,	21.90	448, 924.60
3,	7.70	934, 462.30

Unplaced ponies ($20 each): Nos. 414, 76, 61, 460, 11, 302.

THE PROPOSED PASSENGER DEPOT FOR HONGKONG.

MR. R. SUTHERLAND'S OUTLINE OF THE SCHEME.

We have received from the Hongkong General Chamber of Commerce a copy of the Memorandum by Mr. Robert Sutherland which we print below, giving an outline of the scheme proposed by him for the creation of a passenger depot in Hongkong.

In forwarding this memorandum to the Government, the Chamber wrote on March 10th that, after full discussion at a joint meeting of the General Committee and the Shipping Committee, held on March 3rd, the Chamber approved these proposals in principle and would welcome the practical development of such a scheme, with due regard to general conditions affecting shipping.

The Colonial Secretary, in acknowledging receipt of this letter wrote, on March 25th:

"I have laid this before His Excellency the Governor who desires me to express his appreciation of Mr. Sutherland's work in putting forward the scheme and to say that the matter will receive careful consideration."

Mr. Sutherland's memorandum reads as follows:—

SUGGESTED RIVER STEAMER PASSENGER DEPOT.

At a Shipping Sub-Committee Meeting held on the 16th July I submitted a report on the Harbour Improvement Scheme and put forward in same a proposal with regard to a passenger depot for River steamers. The Committee of the Chamber of Commerce was subsequently informed by Mr. Fletcher that certain matters, with regard to Harbour Improvements, were being suspended until the arrival of Mr. Duncan from Home. It occurred to me, therefore, that it might be opportune to put before the Government the scheme of the proposed passenger depot, even if you were not in a position to send in a considered report on the whole project of Harbour Improvements. To this end I addressed the Chamber of Commerce in a letter dated the 26th October. Since then I have received numerous enquiries with regard to the passenger depot, which seems to have aroused a certain amount of public interest. It has been suggested that I might go one step further and prepare a rough plan of what I have in mind. I accordingly made some rough sketches which have been set forth in presentable form through the kindness of Mr. L. G. Bird, of Messrs. Palmer & Turner, and you will now find upon the table the general outline of the scheme. This plan will perhaps make matters more clear to you, and I shall, as briefly as possible, explain the *modus operandi* of working the depot.

NEED FOR DEFINITE STEPS TO SUPPRESS PIRACY.

Before doing so, however, I think perhaps I may say that the necessity of taking some definite steps towards the suppression of piracy and general lawlessness is becoming every day more pressing. Since we first discussed this scheme, piracies have been largely on the increase, and, although the Hongkong Government may have certain arrangements with regard to better searching of passengers and their baggage, have arranged patrols to accompany the River steamers and although representations have been made to the Naval Authorities, no movement commensurate with the importance of the issue has yet been made, and, if you approve of same, representations to the Government by the Chamber advocating this depot scheme will be in line with the strong resolutions recently proposed by the delegates of the Chamber of Commerce at Shanghai.

It is admitted by all that the present system of police inspection at wharves during all sorts of weather and at night cannot but be most unsatisfactory, and all who have any knowledge of Chinese criminals state that it is not likely banishees, bad characters, etc., will submit themselves to an eye to eye inspection by detectives in broad daylight or well lit rooms.

I am not overlooking the Prevention of Piracy Regulations, and, while these in a measure may assist in quelling an outbreak on board, I am inclined to look upon them with mixed feelings, inasmuch as that, while the regulations and the use of grilles and locks may have a deterrent effect and assist in preventing the control of the ship falling into the hands of pirates, there is another side to the question, namely, the ordinary perils of the sea. By this I mean, that, in the event of an outbreak of fire, or panic by collision, or stranding, the presence of grilles and the difficulty of gaining free access to boats, might be the means of bringing about a terrible calamity.

Even since these notes were written, a serious accident has occurred in the Canton River, namely, the stranding of the *Heungshan* with over 500 passengers on board. I have not yet heard the official details of this casualty, but it is evident that the personnel of the vessel must have done exceedingly good work in keeping order and in getting passengers to a place of safety. It is said in the Press that the piracy prevention grilles were pulled down. I do not suppose this is correct, however. What I wish to impress upon you is that this accident happened in a river where it was a comparatively simple matter to speedily beach the steamer, but I leave you to consider what might have occurred had the vessel met with a similar mishap in some part of her route where there was no possibility of taking steps for safety as was so promptly done by Captain Thomas. These boats navigate mostly at night leaving and entering a crowded harbour, which greatly increases the ever present dangers of navigation.

It is appreciated that those who were responsible for drafting the Piracy Regulations have done their utmost to give as free access to boats as possible, but it must be patent to all that grilles constitute a very grave danger in event of panic, to which Chinese passengers are particularly prone. We most of us remember the burning of the *Hankow* which, even when lying alongside the wharf with free and easy access to decks and gangways, resulted in a very large and regrettable loss of life. Again the stranding of the *Poran* on Ma Wan Island was a casualty accompanied by loss of life, and obviously, if grilles had been erected on these two vessels, the results might have been appalling.

PREVENT PIRATES GETTING ON BOARD.

I mention this as it seems to me the best course of action is to adopt any means which will prevent pirates getting on board, and which may, in the course of time, lead to the gradual elimination of barriers below deck, it is with this object in view, therefore, that I submit this scheme. The unsatisfactory position of affairs on the Canton Delta and the flaunting of the British Flag, together with the serious menace to the lives of Captains, Officers, Engineers and crew, is a common and unpleasant topic, not only in this Colony, but in the Far East generally, and I think it behoves us to leave no stone unturned to press the Government to embark without delay upon such Harbour work as the Chamber considers essential and which will in the future be of benefit generally.

It may be thought by some that the present Piracy epidemic is but a passing phase and that there is no call for permanent preventative measures such as suggested; in this I am not in agreement, as I think that the general change in Chinese mentality calls for regulations and restrictions which were not necessary some 10 or 20 years ago. Apart from this consideration, however, I am strongly of opinion that the depot will be a valuable asset to one of the chief branches of the Colony's shipping business.

This particular depot will, of course, take some time to build, perhaps a matter of 18 months, but the sooner it is started, the sooner it will be completed, and it will have the added effect of setting an example to other places, such as Canton, where, in the course of time, it might be possible for the Authorities to arrange similar berthing facilities.

OPPORTUNITY FOR MEDICAL INSPECTION.

Apart from piracy it has got to be remembered that the depot would play a very important part in the health of the Colony, inasmuch as it will provide an excellent opportunity for medical inspection of the greater bulk of the passengers arriving from Canton. At present, for instance, there is a small-pox epidemic in Canton, and, so far as my knowledge goes, thousands of passengers are arriving in this Colony every day without any medical inspection whatsoever, and it would seem that Hongkong opens its doors to all and sundry, whether they be afflicted with disease or otherwise. This, in itself, calls for the gravest consideration, and it is generally thought that we must regard small-pox as being one of the epidemics inseparable from China, at least for many years to come.

FACILITATING THE WORK OF THE REVENUE DEPARTMENT.

In like manner the Excise and Revenue Department should welcome this scheme, as in searching ship's baggage and passengers they will have their labours largely centralised, and without doubt it should lead to economy in time and consequently number of staff, to say nothing of the inestimable advantages of improved control. I am not overlooking the question of the railway which in due course will bring many passengers to the Colony, but it should be a comparatively simple matter to arrange examination of Chinese arriving at stations on the Kowloon Peninsula.

COVERING THE COST.

To cover cost of building and maintenance the Government could charge a small fee for every passenger passed through the Depot, this would in due course be collected from the Shipping Companies concerned who would make a surcharge on the passage tickets to recoup themselves.

THE QUESTION OF SITE.

Turning to the plan, you will note from Sketch No. 4 that the depot has been shown as projected from the Praya, and in the vicinity of Des Vœux Road; in explanation I would say that this in no way indicates or suggests the possible site, it is merely shown to illustrate how it would abut on the Praya, if it was eventually suggested to erect same in such manner. On the question of site I do not wish to speak, as this is a subject which calls for very careful consideration of facts which are outside my knowledge. Admittedly the Praya would be the most suitable place and it should be erected somewhere adjacent to the new ferry piers which the Government have under consideration.

In my original sketches a two-storey building was shown with examination rooms on the ground floor and on the upper storey. Mr. Bird suggested that possibly a two-storey building in front of the present buildings on the Praya might raise certain objections in the way of outlook from present property holders. I do not know myself that this is any great disadvantage, but I leave it to those more qualified to judge. A two-storey building would, of course, economise in space, but on the other hand would have the disadvantage of passengers having to move up and down staircases, which, in view of the fact that all carry baggage with them, might lead to difficulties.

(Continued on page 7).

ENGLISH YORK-CUT HAMS

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BANANA	LEMON
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	ANDANTE—SCHERZO	... ...	„
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	ANDANTE „ „ „ D.		

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VESTS OR DRAWERS	... ...	@ $2.75
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MONDAY, APRIL 7TH, at 5.30 P.M.

MR. HARRY ORE'S GRAND PIANOFORTE RECITAL

ALSO:

MRS. R. SANGER, PROF. GONZALEZ.

$2. $1.

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THE ROYAL HONGKONG GOLF CLUB.

(LADIES' SECTION).

(1) UNATTACHED LADIES.

As from 1st May, 1924, all Permits already granted to Ladies other than Wives, Daughters or Sisters of Members of the Club, to use the Golf Courses and Clubhouses, will be Withdrawn. Unattached Ladies who desire to obtain the privileges of the Club should make immediate application to the Undersigned, giving full particulars of their case and addresses, such Applications being endorsed as "Recommended" by a Member of the Club.

(2) ATTACHED LADIES.

Members are requested to forward forthwith to the Undersigned particulars of Lady Members of their Families. This is necessary to enable a Register to be prepared showing Ladies entitled to use the Club Premises.

By Order,
E. D. MATTHEWS,
Secretary.

[566]

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 3rd April, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—
MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 31st March, 1924. [567

S.S. "ANGKOR."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 31st instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th April, 1924, or they will not be recognized.

All damaged packages will be examined on Saturday, the 29th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 24th March, 1924. [551

S.S. "CAPITAINE FAURE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, MANCHESTER, ANTWERP &c., in connection with above Steamer are hereby informedt hat their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ld., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 2nd April, 1924, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th April, 1924, or they will not be recognized.

All damaged packages will be examined on Wednesday, the 2nd April, 1924, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 27th March, 1924. [563

PUBLIC AUCTION.

THE Undersigned have received instructions from the Owners and Underwriters to Sell by Public Auction

on

TUESDAY, the 1ST APRIL, 1924,
at NOON

at their Sales Room, DUDDELL ST., HONGKONG.

THE BRITISH RIVER STREAMER

"HEUNG SHAN"

as she now lies in her present condition in the Canton River, beached opposite Larkins Point (Kellett Reach) Blenheim Passage

Terms—Cash on Fall of Hammer when the Vessel will be at Purchaser's Risk.

LAMMERT BROS.,
Auctioneers.

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INTIMATIONS

CHINA SUGAR REFINING CO.

THE FORTY-SIXTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, PEDDER STREET, on MONDAY, the 31ST MARCH, 1924, at 11.00 A.M., for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st December, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 31st March, 1924, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.

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HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the SECOND ORDINARY YEARLY MEETING of SHAREHOLDERS of the HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LIMITED, will be held in the Offices of Messrs. SHEWAN, TOMES & Co., St. George's Building, Chater Road, Hongkong, on THURSDAY, the 10TH day of APRIL, 1924, at 12.00 Noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st December, 1923, and of electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th April, both days inclusive.

By Order of the Board,
S. COURTNEY COOK.
Secretary.

Hongkong, 27th March, 1924. [565

SALE OF R.I.M.S. "HARDINGE" AND "NORTHBROOK."

SEALED TENDERS will be received in India by the Director of the Royal Indian Marine, Bombay; in England by the Secretary of State for India, London; and in the Far East by the Commodore, H.M. Dockyard, Hongkong, up to 30TH APRIL, 1924, for the purchase of the Royal Indian Marine Troopships "HARDINGE" and "NORTHBROOK," with all Stores and Fittings that are on board on that Date, lying at their moorings in Bombay Harbour.

PARTICULARS OF R.I.M.S. "HARDINGE"—

About 5,497 tons gross and 3,005 tons registered.

Built under supervision of Naval Architect and Engineer to Secretary of State for India by Messrs. FAIRFIELD ENGINEERING AND SHIPBUILDING Co., Scotland, in 1900.

Twin Screw Triple Expansion Engine by Messrs. FAIRFIELD ENGINEERING Co. H.P. Cylinder 29-inch diameter; M.P. Cylinder 46-inch diameter; L.P. Cylinder 72-inch diameter; Stroke 48-inch; Trial I.H.P. 9,366; Trial Speed 19 knots; 4 Double ended and One Single ended Cylindrical Boilers. Designed Water Pressure Test 180 lbs., Bunker Capacity about 1,200 tons; Water Ballast about 637 tons; Fresh Water about 176 tons; 24 Officers' Cabins; 55 1st class Berths; 9 2nd class Berths; Troop Accommodation 1,000 British or 1,500 Indian; Capacity of Hold about 17,250 cubic feet; Height between Decks 8 feet; Dimensions about 425 feet by 51 feet by 38 feet 11 inches. Vessel was extensively refitted in 1920-1921 and fitted with New Boilers in England in 1923.

PARTICULARS OF R.I.M.S. "NORTHBROOK"—

About 5,047 tons gross and 2,971 tons registered.

Built at Clydebank, Scotland, in 1906, by Messrs. JOHN BROWN & Co., LTD., and under supervision of Naval Architect and Engineer to Secretary of State for India.

Twin Screw Triple Expansion Engines by Messrs. JOHN BROWN & Co., LTD.

Trial I.H.P. 7,000; Trial Speed 16 knots; 2 Double ended and 2 Single ended Cylindrical Return Tube Boilers; Designed Water Pressure Test 180 lbs., Bunker Capacity about 965 tons; Water Ballast about 655 tons, Fresh Water about 130 tons; 23 Officers' Cabins; 43 3rd class Berths; Troop Accommodation 658 British or 740 Indian; Capacity of Holds (two) about 27,640 cubic feet; Height between Decks 8 feet; Dimensions about 37-4 feet by 52 feet 6 inches by 39 feet. Vessel was extensively refitted in 1920 and Boilers retubed in 1921.

The above Vessels were put out of Commission in April, 1923, and at that time were in good Repair and Running Order, having been kept in high state of efficiency to that date. They are suitable for conversion to Passenger and Emigrant Trading.

Each Tender must be accompanied by a Remittance of 10% of the amount of the Tender which will be returned to unsuccessful Tenderers. If the 10% is not with Tender it will not be considered.

The Purchasers or their Representatives must remove the Vessels from the Government's moorings at their own expense and risk within 2 Calendar Months from Date of Acceptance of Tender. Pending such removal, vessels will remain at moorings at risk of Purchasers.

The Balance of the Purchase Money must be paid by the Successful Tenderers within One Calender Month from Date of Acceptance of Tender and before Vessels are removed from moorings. If Balance is not paid and Vessels are not removed by Purchasers or their Representatives within the Time specified, the Deposit of 10% accompanying Tender will be liable to forfeiture for the benefit of the Crown and Vessels will be Resold.

The Director of the Royal Indian Marine does not bind himself to accept the highest or any Tender.

Applications to view the Vessels may be made to the Commander of the Yard, Royal Indian Marine Dockyard, Bombay, and further particulars may be obtained from the Director of the Royal Indian Marine.

EDWARD HEADLAM,
Captain, R.I.M.,
Director of R.I.M. DOCKYARD, BOMBAY.
March, 1924. [560

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

INTIMATIONS

DIRECTORY AND CHRONICLE FOR CHINA, JAPAN, ETC., 1924 EDITION.

THE First 300 Copies of the Hongkong Issue of "THE CHRONICLE AND DIRECTORY" FOR CHINA, JAPAN, ETC., FOR 1924, are NOW READY.

It will expedite delivery if those Subscribers who can do so will send for their Copies to the Town Office of "THE HONGKONG DAILY PRESS," 1A, Chater Road (3rd floor) at Any Time after 9 A.M., TO-DAY.

PUBLIC DINNER TO SIR WILLIAM REES DAVIES, K.C.

IT is proposed that A DINNER should be given by the FOREIGN COMMUNITY in honour of the Departing CHIEF JUSTICE at the HONGKONG HOTEL, on SATURDAY, 12TH APRIL, at 8 P.M.

Gentlemen wishing to be present should notify on or before 5TH APRIL, their intention to COLONEL ROBERTSON, HONGKONG CLUB, who will supply all Particulars.

Hongkong, 22nd March, 1924. [542

INSTITUTION OF ELECTRICAL ENGINEERS (CHINA CENTRE).

FOLLOWING upon the Organization to the above Centre, Members of any Grade of the Institution, resident in China, who have not received Communications concerning the Centre are requested to communicate with:—

C. S. TAYLOR,
Hon. Secretary,
17, Foochow Road, SHANGHAI.

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POSITION VACANT.

WANTED by An Old Established British Firm in Outport, Reliable YOUNG MAN (British) with at least Three Years' General Business Experience. One conversant with Accounting, Shipping and/or Insurance preferred. Applicants must apply in own handwriting, stating Previous Experience and enclosing Copies of any Recommendations they have. Good Opening for the Right Man.

Apply to Box No. 545,
c/o *Hongkong Daily Press.*

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FOR SALE.

3,000 B.H.P. POWER PLANT.

THIS Plant consists of the following, all in Working Order, having just recently been in Full Use:—

(A) Four "Mond" Gas Producers capable of generating 400,000 cubic feet of Gas per hour of 140 B.T.U. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blower Motors, Piping, etc., Coal Elevator and Charging Plant.

(B) Two "Cockerill" Horizontal Cylinder Tandem Double Acting Type Gas Engines, 1,000 B.H.P. each and Two same type 2-cylinder Engines of 500 B.H.P. each, all the above made by RICHARDSON WESTGARTH & Co., England. Engines complete with Air Starting Plant, Electric Ignition, Water Cooling Pumps and Motors, Turning Gear, Motors, etc.

(C) Two Dynamos by DICK KERR & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions, also Two Similar Dynamos of 375 K.W. each, complete with Switch-boards, and Instruments, etc.

For further particulars, apply to—
Messrs. BUTTERFIELD & SWIRE,
Agents.
The TAIKOO DOCKYARD & ENGINEERING Co., OF HONGKONG, LTD.
Hongkong, 28th March, 1924. [562

FOR SALE.

"BANGOUR," 192, MOUNT KELLETT. Four-roomed Bungalow with Hall. Recently Reconstructed and Entirely Modernised. Site area: 37,500 sq. ft. Possession 1st April, 1924. For Permits to Inspect, Apply in writing to A. R. LOWE, Special Manager, REISS BROTHERS, LTD. (In Liquidation).

Hongkong, 17th March, 1924. [520

TO LET.

BRIGHT LARGE OFFICE ROOMS, Strong Room with Patent Bank Door. GROUND FLOOR, 6, DUDDELL STREET.

Apply to—
Mr. WONG KWONG TIN,
26, Des Voeux Road Central.
Telephone 3899. [555

TO LET

FURNISHED HOUSE, in Good Position at PEAK. Hot and Cold Baths. From Middle April to September.

Apply Box No. 489,
489] c/o *Hongkong Daily Press.*

TO-DAY,
AT
2.30, 5.15, 7.15 AND 9.15 P.M.

WESLEY BARRY
IN
"RAGS to RICHES."

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit beyond compare

Most men choose DEWAR'S and small wonder! Year in and year out its distinctive character remains steadfast and incomparable.

Perfect distillation, genius in blending and gigantic stocks make DEWAR'S popularity,—and will keep it!

Dewar's "White Label" and "Victoria Vat"

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS

A. S. WATSON & CO., LTD.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MARCH 31ST, 1924.

THE "TAI LEE" INQUIRY.

THOUGH the general reader must be somewhat weary of accounts of piracies in local waters and discussion upon the means of putting a stop to piratical attacks upon passenger steamers, yet the important contributions made to this discussion at the Coroner's inquiry relating to the piracy of the *Tai Lee* justify one further article on the subject. In one respect the Inquiry was noteworthy in that it afforded an opportunity to announce the views of the Naval Authorities on the subject of the Piracy Regulations which have recently been promulgated by the Government. The Naval Intelligence Officer stated that it is the opinion of the Commander-in-Chief that the Regulations are sufficient when combined with efficient police measures and reasonable discipline, determination and co-operation on the part of the officers to put a stop to piracy. If this is the view which the Commander-in-Chief has transmitted to the Admiralty we imagine that the China Coast Officers' Guild and the Marine Engineers' Guild, who are protesting to the Imperial Government against these Regulations, are likely to get little satisfaction.

The enquiry revealed that the views of the Naval Authorities and the Mercantile Marine are diametrically opposed on material points. For instance, it was urged on behalf of the Officers' Guilds that the practice of having arms and armed guards on board ships serves more as an incentive to piracy than as a safeguard against it, "because the pirates are in need of arms for use on the rivers of China and in the districts from which they come." "If there were no arms," said the Guilds' legal advocate, "there would be no piracies." The Authorities evidently take a different view, and the Regulations require that all these officers shall carry arms. Steamship owners are under a bond of five thousand dollars to see that the Regulations are enforced, and in view of the finding that the Regulations were disregarded in the important respect already mentioned, the Jury, adopting a suggestion made by the Naval Intelligence Officer, recommended the forfeiture of the *Tai Lee*'s bond by the Government. Lieut. BEAUCHAMP'S views on the conditions on board as revealed by the evidence were stated in these terms:—

"I consider that on board the s.s. *Tai Lee* there was no attempt at discipline and command by European Officers, that the officers were neither prepared to resist piracy or mutiny, nor capable of doing so, that had they been willing to take command of their ship and see the Regulations efficiently carried out they would have received no encouragement from their owners, and probably have rendered themselves liable to summary dismissal, and that unless the owners are deprived of their bond for breaches of the Regulations under the Ordinance they will never find it worth their while to keep good officers. Unless pay conditions and compensation are made attractive, good officers cannot be expected to stay in river steamers. Unless you have good officers in river steamers you will never get the Regulations carried out."

The Jury on their part were evidently generally in agreement with these views and said they thought the Government should call upon the Harbour Master to put forward such recommendations for the improvement of the service as will attract capable and efficient officers. It is, of course, one thing to make such recommendations and another thing to get them adopted especially by Chinese owners of steamships. Evidently the subject was considered when the Piracy Regulations were revised, and the appointment and employment of any person as master or other certificated officer of any ship holding a passenger certificate or special licence under the Merchant Shipping Ordinances, plying in local waters, is now made "subject to the approval of the Governor-in-Council" who is given power in his absolute discretion to refuse to allow the appointment or employment of any particular person. It follows therefore, now that these Regulations are in force, that every officer at present employed on these ships is there with the approval of the Governor-in-Council. For the Government, to go further and lay down pay conditions and what compensation shall be paid in case of the disablement or death of an officer in the execution of the duty imposed on him by the Regulations is to entrench upon the right of private contract to an alarming extent. True, in the case of the Indian Guards carried on these vessels, the Government not only engage them and prescribe their duties, but also prescribe their rates of pay and collect the sum from the steamship owners wherewith to pay them. But we doubt if the Government would be prepared to extend the scope of its authority over the whole personnel of these vessels to the same extent.

However, the Government must give careful consideration to the views expressed at the enquiry by the Jury and the Naval Intelligence Officer who was present in a semi-judicial capacity, and the result of that consideration will naturally be awaited with interest in many quarters. No doubt the convoy system which is now in operation will do much towards minimising the risks of piracy in the case of ships in the convoy, but it will be understood that there are serious objections to the system from the point of view of the inconvenience it imposes on shipping. We presume these convoys are being worked in conjunction with naval patrols of some kind, but we should have thought a simpler and less inconvenient method would have been a system of periodical signals from ships by wireless, so that anything amiss could be suggested by the non-receipt of a message at the time it was expected. This suggestion has previously been made in this column and we are interested to observe that it was advocated at the enquiry by Mr. HIND, the solicitor who represented the Officers' Guilds. Sooner or later, we think, it is the system which must be adopted.

H.E. the Governor has appointed Dr. J. C. Dalmahoy Allan to be a Member of the Medical Board for a further term of three years.

H.E. the Governor has re-appointed Dr. Gladys Maude Fraser to be a Member of the Midwives Board for a further term of three years.

H.E. the Governor has appointed Hon. Mr. R. H. Kotewall to be a Member of the Authorized Architects' Committee during the absence on leave of the Hon. Mr. Chow Shou-son.

H.E. the Governor has been pleased to appoint the Hon. Mr. H. E. Pollock, K.C., to act as Attorney-General during the absence on leave of the Hon. Mr. J. H. Kemp, K.C., C.B.E., or until further notice, with effect from March 31st.

A notice of importance to lady players on the Royal Hongkong Golf Club's courses appears among to-day's advertisements.

A heavy fog enveloped the harbour on Saturday night, between the hours of 10 and 11 o'clock, and the Star Ferry boats had to proceed very carefully across the harbour.

Flashlight photographs of those present at the banquet tendered by the Chinese community to Sir William Rees Davies, the Chief Justice, were taken on the occasion by A Fong.

Our advertisement columns announce a Grand Pianoforte Recital on Monday next by Mr. Harry Ore. His composition for violin and piano will receive its first hearing at this concert.

Mr. B. W. Bradbury (Vice-President of the Craigengower Cricket Club) and Mr D. Kharas (Treasurer) were entertained to a farewell dinner at the Craigengower Cricket Club on Saturday evening. Mr. Bradbury leaves for Shanghai shortly.

There was a matshed fire in the Kowloon City district on Saturday resulting in the destruction of two large sheds. One of these belonged to the Yau On Sugar factory, and the other was owned by a woman market gardener. There was no loss of life.

A strike of native bankers is threatened in Canton in connection with the tax imposed on the export of silver coins. The Chamber of Commerce has been asked to take the matter up with the Government. It is stated that the Government is prepared to cancel the tax on payment by the Bankers' Guild of a lump sum of $110,000.

Mr. A. Course, traffic superintendent of the Hongkong Tramway Company, has retired from the Company's services after the completion of 20 years' service. Mr. Course came to Hongkong in 1904 from Croydon to train Chinese drivers and conductors to start the service in Hongkong. Mr. and Mrs. Course have left for home by the s.s. *Kitano Maru*.

The Netherlands Trading Society, formed 100 years ago, celebrated the centenary of its foundation on Saturday when the Manager of the local branch was "At Home," to callers during the morning. He was the recipient of many hearty congratulations from a large number of business friends. In the hundred years of its history the Nederlandsche Handel Maatschappij has grown to be an important banking institution in the Far East. On Saturday evening the Company's European staff and the Managers of the various Dutch firms in the Colony were entertained to a dinner at the Hongkong Hotel. To commemorate the occasion the Manager of the Society presented a cup for one of the events at Saturday afternoon's race meeting (the Lincolnshire Handicap).

HONGKONG LEGISLATIVE COUNCIL.

QUESTIONS ANSWERED BY THE GOVERNMENT.

The *Government Gazette* contains replies to several questions of which notice had been given by the Hon. Mr. H. E. Pollock, K.C., as follows:—

THE BREEDING OF MOSQUITOES.

The Hon. Mr. POLLOCK asked: "With a view to check the breeding of mosquitoes, will the Government pass a regulation making it compulsory to cut off all bamboo scaffolding immediately above the joint, so as to prevent a receptacle for standing water from being created?"

The Government reply states: "It is being suggested to the Sanitary Board that a by-law should be passed under the Public Health and Buildings Ordinance prohibiting the use of bamboo scaffolding in which there is any receptacle which would retain water. It is a simple matter to fill up any hollow part of a bamboo with cement or other suitable material so that it is not necessary to require that the bamboos should be cut exactly at the joint."

THE KOWLOON BUS SERVICES.

The Hon. Mr. POLLOCK asked:

(i.) Will the Government state what their policy is in regard to the future running of Bus Services in Kowloon, and in particular whether they intend to adopt the policy of inaugurating a regular service in particular areas and routes with a standard scale of fares and schedule time table?

(ii.) Will the Government, in connection with the above matter, consider the advisability of stipulating for the chassis and tyres of the Buses to be of British manufactures and for the bodies to be of approved design?

(iii.) In connection with the above Question (i.), is there anything in the permits or licences given to parties running the present Bus Service to prevent the Government from making such terms as they may think fit with other persons for the running of regular Bus Service as suggested in Question (i.)?

The following replies are given:—

(i.) As soon as circumstances permit it is the intention of the Government to grant exclusive rights in respect of omnibus services in the Kowloon Peninsula for such areas and on such routes as may be deemed desirable.

(ii.) The reply is in the affirmative.

(iii.) The licences at present in force in no way prevent the Government from taking the action indicated in the reply to the first question. As soon as conditions justify the granting of exclusive rights in any area the Government will decline to renew any existing licence in respect of that area. It is desirable that this should be clearly understood by all concerned.

LONDON TRAFFIC STRIKE.

BALLOT ON SETTLEMENT TERMS TO-DAY.

REDUCED PAY FOR BRITISH NAVAL AND MILITARY OFFICERS.

TORNADO IN AMERICA.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

LONDON TRAM AND BUS STRIKE SETTLED.

MR. BEVIN URGES ACCEPTANCE OF TERMS OF SETTLEMENT.

LONDON, March 29th.

As the outcome of a four hours' sitting, at which Mr. Bevin urged the endorsement of the terms of the tram strike settlement, a conference of delegates of the Transport Workers' Union decided that the position should be explained to the strikers to-morrow and a ballot taken on Monday. It is understood that the conference will refrain from any recommendation to the strikers. It is stated that Mr. Bevin's speech was well received, but that a strong opposition developed, chiefly on account of the terms offered in the case of the lower grade men.

EARLIER CABLES.

LONDON, March 28th.

The London tram and bus men's strike is settled.

THE TERMS.

LATER.

By the terms of the tram strike settlement the men are to receive 6/ weekly advance immediately, the remaining 2/ demanded to fluctuate according to the cost of living.

SUBJECT TO CONFIRMATION.

The terms of settlement of the tramway strike, which have been reached by the Companies' negotiation committee and the Transport Workers' Union, is subject to confirmation by the transport delegate conference being held to-morrow, and possibly a ballot vote by the men. Pending this ratification, the inconvenience suffered by Londoners for the past week will continue, but it is hoped some tram and bus services will again start on Sunday, in the event of the terms proving acceptable.

The provisional settlement carries with it postponement of the threatened tube strike, arranged for midnight, but nevertheless it is anticipated that the full service on the Underground Railway will be not available during the earlier part of to-morrow, owing to the difficulty of communicating the postponement of the strike to men who are off duty.

The news of to-night's turn of affairs has obtained wide publicity, despite the comparatively late hour, nine thirty, by being broadcasted by radio.

LONDON TRAFFIC BILL.

LONDON, March 28th.

In the House of Commons, Mr. Gosling moved the second reading of the London Traffic Bill.

Mr. Gosling said that the Bill merely proposed to constitute an advisory committee to the Minister of Transport. He appealed to the authorities in London to give the Bill a fair trial. He hoped that this would result in the formulation of some agreed larger scheme.

Mr. Baldwin supported the Bill.

Mr. Percy Harris (Liberal) moved the rejection of the measure on the ground that it was contrary to the principles of local government and conferred a monopoly upon private undertakings. He said that London must sooner or later come into line with other cities where traffic is municipally controlled.

Mr. Sidney Webb, President of the Board of Trade, arguing in favour of the Bill, emphasised the necessity for dealing with the traffic problem in view of the Wembley Exhibition.

The amendment proposed by Mr. Harris was rejected by 271 votes to 112, and the Bill passed its second reading.

FRANCE'S NEW CABINET.

PARIS, March 28th.

The following is the new Cabinet:—

M. Poincare, Premier.
M. Poincare, Foreign Minister.
M. Marsal, Finance Minister.
M. Maginot, War Minister.
M. Le Troquer, Minister of Public Works.
M. Loucheur, Minister of Commerce.
M. Daniel Vincent, Minister of Health and Labour.
M. De Jouvenel, Minister of Public Instruction.
Lieut.-Col. Fabry, Minister of Colonies.
M. Desalves, Minister of Interior.
M. Lefebre Deprey, Minister of Justice.
M. Bokanowski, Minister of Marine.
M. Capus, Minister of Agriculture.
M. Marin, Minister of Liberated Regions.

LATER.

M. Poincare has made a clean sweep of the old Cabinet, except M. Maginot and M. Le Troquer, who are directly responsible for the occupation of the Ruhr, and their retention is interpreted as signifying that the occupation remains the keystone of Premier Poincare's policy.

It is generally accepted that the changes in the Cabinet do not indicate any change in principle with regard to foreign or home policy. M. Poincare has seized the opportunity to eliminate Ministers who did not enjoy the confidence of the country, thus revivifying the Ministry and galvanising the Majority party on the eve of the elections.

M. Poincare is too much engrossed in foreign policy to attend to other problems, for which he requires capable men.

Of the newcomers, M. Bokanowski is a protagonist of retrenchment. During the past 18 months M. De Jouvenel has represented the League of Nations. M. Loucheur was prominent in connection with reparations in kind, and at one time was regarded as the likely successor to M. Poincare in the Premiership.

LATEST CABLES.

NAVAL OFFICERS' PAY.

TO BE REDUCED NEXT JULY.

LONDON, March 28th.

Fleet Orders state that, in accordance with the stipulation made in 1919 when new scales of pay were introduced, the pay of Naval officers will be reduced by approximately 5½ per cent. from July 1st in view of the fall in the cost of living.

ARMY OFFICERS TOO.

LONDON, March 29th.

An Army Order corresponding to the Fleet Order mentioned in the earlier cable above, has been issued. Officers only are affected.

FRENCH FOREIGN POLICY.

MINISTERS UNANIMOUS AT CABINET MEETING.

PARIS, March 28th.

Ministers state that at the first meeting of the Cabinet this morning, it was unanimously decided to continue the late Government's foreign policy.

DUTCH PROTEST TO U.S.

PREFERENTIAL TARIFF A BONE OF CONTENTION.

THE HAGUE, March 28th.

The Government has instructed the Dutch Minister at Washington to protest against the enforcement on May 20th of Section 28 of the Merchant Marine Act, providing for preferential tariffs on goods carried by American Railways and destined for transport in American ships. The protest is based on Article I. of the Dutch-American Treaty of 1852.

BRITISH WORLD FLYERS.

MACLAREN ON HIS WAY TO ATHENS.

ROME, March 29th.

MacLaren has started for Athens. He does not intend stopping at Brindisi.

EARLIER CABLES.

THE COAL MINERS' DISPUTE.

MINERS' DELEGATES DECIDE TO BALLOT ON OFFER.

LONDON, March 28th.

The miners' delegate conference decided to take a ballot on the recommendation to reject the coal owners' offer of increase in the minimum rate of wages from 20 to 33-1/2 per cent. and to give 87 per cent. of any surplus to wages and 13 per cent. to profits, instead of the present 83 per cent. and 17 per cent., respectively.

The conference also decided to call upon the Government to institute an inquiry.

This will not be a strike ballot.

PERSIA AND ITS SHAH.

TEHERAN, March 28th.

The report that the Mejlis has decided to depose the Shah of Persia is incorrect.

EMPIRE EXHIBITION GUARANTEE.

GOVERNMENT MOTION TO MAKE IT £600,000.

LONDON, March 28th.

Mr. William Graham, the Secretary to the Treasury, has given notice of a motion in the House of Commons to increase the Government guarantee to the British Empire Exhibition from £100,000 to £600,000.

LATEST CABLES.

OBITUARY.

NOTED DOCTOR OF MUSIC DEAD.

LONDON, March 29th.

The death is announced of Sir Charles Stanford.

[Sir Charles Villiers Stanford, M.A., Mus. Doc., D.C.L., LL.D., was born at Dublin in 1852. His musical gifts, which were demonstrated by him at a very early age, were, in a sense, a surprise to his connections, who might have expected his taste to run more in the direction of the law, seeing that his father was Examiner to the Court of Chancery in Ireland, and his mother the daughter of William Henn, Master in Chancery. Sir Charles, who was educated privately, took his B.A. degree at the Cambridge Classical Tripos in 1874. He also studied at Leipzig under Reinecke, and at Berlin under Kiel. He was Organ and Classical Scholar at Queen's College, Cambridge, from 1870 to 1872, and Organist of Trinity College, Cambridge, from 1872 to 1883. He produced operas in Germany (Hanover, Hamburg, Breslau, and Leipzig), and conducted concerts in Berlin, Amsterdam, Brussels and Paris. His musical publications include "Cushendall, a Fire of Turf" (Song-Cycles), Symphony No. 7 in D minor, Irish Rhapsody, No. 4 and 5, Pianoforte Quartette and Trio, 6 Organ Sonatas, "Verdun," for Orchestra, etc. Among his literary works are "Studies and Memories," published in 1909, "Musical Composition," published in 1911, and "Pages from an Unwritten Diary" (1914).]

EARLIER CABLES.

THE WORLD OF SPORT.

THE GRAND NATIONAL.

WON BY AN OUTSIDER.

LONDON, March 28th.

The Grand National Steeplechase resulted as follows:—

Master Robert	(25/1)	1.
Fly Mask	(100/7)	2.
Silvo	(100/7)	3.

There were thirty starters, and the race was won by four lengths, with three lengths separating second and third.

UNIVERSITY BOAT RACE TRIALS.

LONDON, March 28th.

The Oxford crew went a trial from Mortlake to Putney, the time being 21 min. 10 secs.

The conditions were bad, the crew encountering a head wind and rough water from the start to Hammersmith Bridge.

CHESS TOURNAMENT.

NEW YORK, March 28th.

There was a stubborn competition in the ninth round of the chess tournament, which ended with Alekhine still leading with 5½ games won and 2½ lost.

Doctor Lasker is second with 5 and 2 respectively, and Reti third with 5 and 3.

Capablanca hand-omely beat Boguljubow.

DOCTOR LASKER BEATS RETI.

NEW YORK, March 29th.

In the tenth round of the International Chess Tournament, Doctor Lasker beat Reti and Boguljubow beat Yates. Janowski and Tartakower drew.

LATER

Marihall and Capablanca, and Edward Lasker and Alekhin played drawn games.

CANADIAN FOOTBALL TOUR.

WINNIPEG, March 28th.

Arrangements have been completed for a Canadian Association football team to tour in Australia. The team will leave Vancouver on April 9th, and the first match will take place on May 10th. The last match will be at Sydney on July 30th.—(*Reuter's American Services.*)

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

TORNADO IN OKLAHOMA.

NARROW ESCAPE OF HIGH SCHOOL STUDENTS.

KANSAS CITY, March 29th.

Eight people were killed and seventy injured at Shawnee, Oklahoma, as the result of a tornado which levelled two hundred buildings in the best part of the town. Four hundred students of the High School narrowly escaped death, as they were dismissed only a few minutes before the building was demolished.

One death was caused by the storm in Kansas City.

AMERICAN MINERS' WAGES.

PHILADELPHIA, March 29th.

The Central Pennsylvania bituminous coal-miners have accepted a proposal to renew the present wage scale for another three years.

U.S. ARMY BILL.

WASHINGTON, March 29th.

The House of Representatives has adopted the Army Appropriation Bill providing for an expenditure of $326,000,000.

U.S. MINE DISASTER.

TWENTY-FIVE WORKERS KILLED BY EXPLOSION.

CHARLESTOWN, West Virginia, March 28th.

Twenty-five miners, entrapped at the time of the Yukon coal mine explosion are dead.

NAUGHTY PRES. OBREGON.

TELLS FIB TO SERVE HIS OWN PURPOSES.

WASHINGTON, March 29th.

Huerta, the Mexican insurgent leader, has instructed his Washington representative to inform the Press that he is safe, and that the story of his disappearance was propaganda on the part of President Obregon.

EARLIER CABLES.

U.S. OIL SCANDAL.

JUDGE DAUGHERTY RESIGNS.

NEW YORK, March 28th.

Judge Daugherty has resigned.

President Coolidge has accepted the resignation.

WASHINGTON, March 28th.

President Coolidge, in a letter to Judge Daugherty, based his request for Judge Daugherty's resignation on the Attorney-General's refusal to comply with the summons issued by the Senate Investigating Committee for the production of certain papers relating to gun-running on the Mexican border.

Judge Daugherty, in reply, said that he resigned solely in deference to President Coolidge's request.

President Coolidge's letter insisted that Judge Daugherty was an interested party, and therefore he was not justified in refusing the information desired by the Senate Committee.

President Coolidge declared that he was convinced that Judge Daugherty was unable to undividedly attend to his duties in the present stress.

Judge Daugherty replied, arguing at great length that President Coolidge's position was untenable.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

DUTCH EAST INDIES.

PROPOSED TAX ON NATIVE GROWN RUBBER.

AMSTERDAM, March 29th.

In authoritative rubber circles it is reported that it is the intention of the Dutch East Indies Government to tax native-grown rubber exports. The idea has been received with some reserve. The motive submitted, namely, that it is impossible to include non-European profits in income-tax is not considered sound. It is generally accepted that the Government scheme is the result of a compromise with British rubber planters for such a tax as will slacken the speedy development of native rubber cultivation. The *Handelsblad* points out that the restriction of native rubber cultivation will be directly opposed to the policy carried on hitherto, and that moreover it remains to be seen whether it will be easy to keep native and plantation rubber apart.

M. SARRAUT FOR TOKYO?

PARIS, March 28th.

A member of the new Ministry, in an interview, stated that M. Sarraut, ex-Minister for the Colonies would be ambassador to Tokyo.

U.S. WORLD FLIGHT.

CO-OPERATION OF JAPANESE NAVY.

TOKYO, March 28th.

The American Government have accepted the Japanese invitation to send two destroyers to the hitherto closed ports Kashiwabara and Betobu, in the Kurile Islands, to carry supplies to and assist the American round-the-world fliers.

Two Japanese destroyers will accompany and assist similarly.

This is the first time in history that foreign warships have been so permitted.

The destroyers are expected to sail from Yokohama on April 5th, and it is probable that newspaper men will be permitted to accompany them.

[BY COURTESY OF THE "DAILY BULLETIN."]

CHINESE FINANCE MINISTER'S IMPEACHMENT.

PEKING, March 28th.

There were 313 members present in the House of Representatives this afternoon, when the most important question on the agenda was a discussion of Sino-Russian affairs. The agenda was changed, however, in order to permit of the discussion of the impeachment of Wang Kehming in connection with the gold franc question and the issue of Treasury bonds.

After a long discussion, the impeachment was voted, 227 voting but only 222 name-cards were deposited, and thus the vote became invalid.

The result of the actual voting was 204 in favour and 21 against, with two informal votes.

TRADE MARK BUREAU.

PEKING, March 28th.

The Trade Marks Bureau has requested Reuter's Agency to circulate the following:—

"Notice is hereby given that the establishment of an Agency for the registration of trade marks advertised by one Hsiung Chai has not been approved by the Ministry of Commerce.

"As such false advertisement might lead to deception and fraud and produce mischievous consequences, the public, foreigners and Chinese, are hereby notified that the Ministry of Commerce has never approved of such an establishment as the one described above."

S.S. "CHIPING."

ICHANG, March 28th.

The *Chiping*, after being successfully pumped out, arrived here last night under her own steam.

BANDIT SUPPRESSION IN KWANGTUNG.

General Li Fuk Lam, Commander of the Fuk-kwan, who was recently appointed by Dr. Sun as the East River Bandit Suppression Commander, called on Dr. Sun on Friday to report on his activities.

General Li, it is stated, has sent battalions of his force to attack the bandit strongholds in the various places and has succeeded in raiding a number of them in the course of a few weeks.

The Generalissimo has instructed the Finance Department to pay to the General $20,000 to meet the expenses of his undertaking.

A notorious banditchief named Leung Chai-Kwang, was shot on Friday by order of General Li Fuk Lam. Leung was the head of the Pik-lik-tong, a gang of bandits in Shuntak, and was a terror to the population of the district. Last week, a battalion of his troops attacked Leung's stronghold and captured the chief near Changchin after a long chase. He was taken to General Li's headquarters in Honam, and tried by General Li personally. The bandit chief boldly admitted that he had robbed several villages, burned a number of houses, pirated a number of vessels, kidnapped many persons, and committed other kinds of crimes. He was then ordered to be shot.

HIGHWAY ROBBERY.

WOMAN HELD UP IN CONDUIT ROAD.

A highway robbery is reported as having occurred yesterday in Conduit Road. A Chinese woman was walking down from Queen's Gardens, and, when near the bridge in Conduit Road she was held up by a man who pointed a knife at her and dragged her into the bushes at the side of the road where he robbed her of all her jewellery and money amounting to nearly $100. The robber afterwards cleared off in the direction of Glenealy.

THE PROPOSED PASSENGER DEPOT FOR HONGKONG.

(*Continued from page 5.*)

As regards the regulating of inward ocean steamers from Singapore or elsewhere, it would be a simple matter for them to anchor in the quarantine ground until such time as passengers have been mustered and examined. As regards coasters employed almost entirely in the passenger trade, particularly to Swatow on which route piracies have occurred, there is no reason why such vessels should not embark their passengers at the depot in the same way as river steamers; this, however, is a matter which can be decided as soon as the main issue has been determined.

The slight inconvenience experienced by Shipowners in conforming with the rules will be more than set off by the increased traffic, inasmuch as, the safer you make the transport, the more people will travel. It is recognised at the moment that passengers do not travel as often as usual between the Colony and Canton on account of fear of interference by pirates, but once the route is made safe and they are assured that no pirates will be able to board the vessel, confidence will be restored with resulting increase of revenue.

To turn again to the plan on the table, Sketch No. 1 shows the general view as from the Praya; it will be noted there is a concrete wall some six feet high (which should be much higher) surmounted by railings entirely closing the land side of the depot, entrance only being possible through entrance gates.

No. 2 shows the side elevation of the building erected on concrete piles together with general arrangements of windows, this of course is only a rough idea.

THE GENERAL IDEA.

I would ask you to now consider Sketch No. 4 which shows the block plan. The general idea is to build piers in the manner indicated, each of which will give three berths for steamers. The outer berth will accommodate a steamer 300 feet long and the side berths somewhat smaller vessels. The length of vessels running to Canton at the moment is about 250/300 feet and to West River ports and Kongmoon 190/250 feet. It is suggested that the steamers would load at their ordinary piers, and would proceed up to a berth assigned to them at an appointed time to embark passengers.

Should it be decided to erect the Depot on the Praya it will, of course, take up sites where private piers are now situated, and to get over this difficulty the Government would have to erect Government piers at some other portion of the Praya for the use of Companies which have had to give way in the interests of the public generally, this again becomes a matter of arrangement calling for a certain amount of give and take on both sides.

To continue; arriving at the berth the crew would be mustered on the upper deck, the ship thoroughly searched for possible stowaways, and the crews' quarters gone through with a view to possible smuggled arms. Some hour or so before the allotted time of departure, the passengers would congregate in rooms shown on Plan 3, regarding which I shall give particulars later. After examination they would pass down on to the ship alongside their particular rooms, and the vessel immediately proceed to her destination.

One of the advantages to my mind of this scheme of building is that the Colony would not have to invest money in developments which may not be required for some time to come, inasmuch as piers can be added as required for the expansion of trade. At the present moment the number of passenger river steamers arriving and leaving per diem are as follows:—Arrivals 8, Departures 7; and the number of passengers as given by the Harbour Office are:—Arrivals 2,600, Departures 2,577, or say 5,200 in all. It then becomes merely a question of how many berths should be recommended if it is agreed to erect the depot; roughly speaking, we should allow for 10,000 passengers.

In Sketch No. 4 you will find a buoyed area is shewn, I have marked this out to 1,000 feet, and would suggest that this be made an entirely prohibited area for traffic both by day and night: this is a matter, however, which would have to be thoroughly gone into with the Harbour Authorities: but without a prohibitive area the whole scheme is useless. It would likewise allow steamers arriving and departing to come up and swing, and so greatly facilitate their berthing at the depot. Each building would be equipped with signals, effective both by day and night in order to signify what Company's steamer was to come alongside, and what berth she was to take up.

You will notice that I have allowed for a small police jetty and quarters, which will be found to the right of Sketch No. 3. There I consider a berth for the fire float might be reserved and possibly on the other side accommodation for the new rescue tug. In such part of the Depot would be your general control, your telephones, etc., and everything necessary for the general management of the property.

Turning to Plan 3, I will explain how same would operate. In the first place, passengers leaving for a certain steamer would be advised by the boarding house keepers and runners and by signs illuminated or otherwise, of what examination room to proceed to; they could come an hour, or two hours if necessary, before the departure of the vessel. You will notice that the two rooms on the right and left will accommodate 570 people each; that the outer room will accommodate 760. These numbers represent the *sitting* accommodation of the rooms, and in front of each seat has been arranged a low platform, some two feet high, on which each passenger would deposit their hand baggage. Within this well lit room, inspectors would walk along, open the packages, thoroughly examine them, search the passengers and

(*Continued at foot of next column.*)

PHILHARMONIC SOCIETY'S CONCERT.

With the co-operation of fifty or more vocalists and about a dozen instrumentalists, the Hongkong Philharmonic Society on Saturday presented a successful concert at the Theatre Royal. The programme was an ambitious one, if only because of the inclusion of Tennyson's stirring ballad, "The Revenge," which the combined chorus and orchestra rendered with all the spirit they could command. Their only weakness in this difficult number was their inadequate numerical strength. Still, it was a worthy feat to tackle such a piece and emerge so successfully. It could by no means be said that the ballad was above the scope of the performers, and that is no mean praise. Drinkwater's "Song of our Fathers." (Rutland Boughton's composition) opened the vocal part of the programme following the orchestra's presentation of the Morris Dance from "Henry VIII." Then Mrs. Collett, Mrs. N. Mathieson, Mr. H. G. Anniss and Mr. G. H. Piercy gave John Masefield's pretty ballad "London Town" (Edward German's composition). The quartette were unaccompanied, and are to be complimented on satisfactorily maintaining pitch and tone more or less throughout the difficult piece. As part-songs Mary E. Coleridge's "The Witch" and Rupert Brooke's "All Suddenly the Wind came Soft" were well rendered and, in regard to the latter, Mr. Temple P. M. Bevan, it is worthy of note, has arranged a tasteful musical score to Rupert Brooke's words which tend to bring out to the full the beautiful expressions of thought in the really wonderful little poem. As a soloist, Mrs. G. A. Clements scored a distinct success. Her rendering of Carl Bohm's trifle, "Calm as the Night," was replete with the necessary feeling, and she was deservedly encored, as she was later in the performance after giving "May Day Morn." Fred. E. Weatherly's "Moonlight" by the chorus but without the orchestra, was, perhaps, presented rather heavily, but in "The Chough and Crow" the vocalists, who here had the instrumentalists with them, voiced a delightful lightness which did ample justice to Sir Henry Bishop's lilting score.

The Theatre was well filled with an appreciative audience.

THE WAR IN KWANGTUNG.

HUNANESE CAPTURE A TOWN.

Fighting started last week in the East River district. The Hunanese commander reports the defeat of General Chen Chiung Ming's forces at Wing-ching and the capture of that town after a two-days' battle.

COMMANDEERING COOLIES.

The *Canton Gazette* of Saturday states that during the last few days the public has again become uneasy owing to the resumption of commandeering of coolies for military service. The police, as well as the military, have been seen arresting coolies in the streets. In and around the Sin Pak Moon district the commandeering was done by soldiers alone. People in that vicinity dared not go outside their houses for fear of being arrested.

DESECRATION.

Two Chinese were charged at the Magistracy on Saturday with stealing flowers known as *Magnolia Fuscata* from the Protestant Cemetery at Happy Valley.

The Superintendent of the Botanical and Forestry Department stated that defendants were warned by a watchman but they started picking the flowers again as soon as his back was turned.

Defendants pleaded that they were newcomers to Hongkong. They were fined $2 each.

let them pass out on to the steamer for which they are destined.

At the corners of each pier will be found grilles which will entirely isolate the berth from other rooms, so there can be no possible confusion with regard to passengers going on the wrong vessels. You will also see offices arranged for the ordinary work connected with the depot, men's and women's lavatories, also a useful office for police. It would be necessary for this depot to be brilliantly lit and I would suggest that round each examination room a raised light gallery be built, round which an inspector could walk during the time passengers are assembled there, and from a position of vantage supervise the work carried out by his subordinates. The foregoing remarks deal with the departure of a vessel.

On arrival, the procedure is simply reversed, except that the examination would be conducted not only by Police, but by Excise and a qualified medical officer, the latter as a preventative against passengers suffering from infectious disease passing into the Colony. A medical officer's apartment has been provided.

I don't know, gentlemen, that there is anything I can usefully add in way of explanation, except to say that the plans have allowed ample room for the easy handling of passengers, and I would draw your attention to the vacant space between the first two rooms, which has been left there with a view to dealing with heavy baggage. This could be sent on ahead as is done by Europeans when travelling, stacked together, properly labeled and examined in the same way as is done in most parts of the world, it could then be transferred to the steamer and locked up in properly arranged baggage rooms.

I am hopeful that, if this proposal is approved by your Chamber, it may be the means of suggesting to the Public Works Department the basis of a depot which they can work out in exact detail and I feel most strongly that some such organisation will be of lasting benefit to the general control of the Harbour and may largely assist the various Departments in regulating the passenger traffic of the Colony.

From 15th till 31st March

MADAME FLINT

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CHEAP SALE.

DRESSES, HATS, GOWNS.

Material Sold by yard · Silks, Linens, Ribbons, etc.

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THE MANAGEMENT OF THE HONGKONG & SHANGHAI HOTELS, LTD. announce that

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SINGLE ROOM inclusive of meals, from.....$150.00 per month.
DOUBLE ROOM for 2 persons, inclusive of meals, from.....$275.00 per month.
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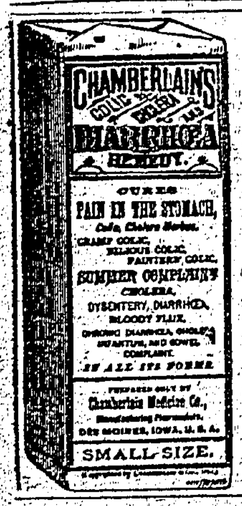

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OUR LONDON LETTER.

BRITISH MOVE TO MEET THE SOVIET GOVERNMENT.

HOPE OF TRADE OPENINGS AFTER FORMAL RECOGNITION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, February 7th.

THE "RECOGNITION" OF RUSSIA.

Thing are moving rapidly in the domain of Government in many directions since the Labour party came into office. The most notable event of the week in this connection is the formal recognition of the Russian Government, or, as the official communication states, of the Union of Soviet Socialist Republics. In a sense, nobody here is altogether surprised because this was one of the first things on the Labour programme. Generally speaking, recognition now that it has been publicly avowed, is well received in England, although it is only right to state that in certain quarters a note of hostile criticism is sounded in the Press.

On the whole, responsible opinion is rather glad that at last a definite step has been taken to try to solve the immense problem presented by the present state of Russia. This problem—how to tackle the restoration of Russia, to pull the country out of the morass and set things going again, and to bring the Russian people once more into the comity of nations—is one of the two essential things that must be accomplished as a preliminary to the restoration of Europe. The other task is that of Germany, now floundering in financial difficulties, complicated by the misguided policy of the French.

"RECOGNITION," AND OTHER THINGS.

There is a great deal of loose talk about "recognition." But it is a mistake to suppose, as some writers are disposed to do, that the Labour Government here are prepared to forgive and forget, and propose to live happily ever after like the food lovers in the story books. All that is meant by recognition in the first place is to make the relations of both countries of such a character that normal intercourse will be possible between the two Governments.

The invitation to the Soviet, which was accepted with alacrity, to send a diplomatic representative to the Court of St. James is acknowledgment by Britain of the Soviet as the *de jure* rulers of Russia, and, further, it carries the implied condition that the existing treaties between England and Russia will be automatically renewed. The treaties made under the Tsarist *régime* hold good. Moreover, all questions respecting debt claims between the two Governments and their respective nationals are to be settled at a conference in London at the earliest date possible.

Mr. Ramsay MacDonald's proposal to recognise the Soviet Government first, and settle outstanding differences afterwards, is a bold policy which may or may not be justified; but it has this in its favour, that it ends the deadlock that has existed until now. There is a hint of giving Russia "credit" facilities, but this is necessarily vague, and no British Government could go far along that road, because it is for the Russian Government and people to show that confidence in them on the part of British business interests would not be misplaced. Hitherto it has been the policy of the Coalition and the Conservatives to exact pledges from Russia first and accord recognition afterwards. We shall soon see whether this or the Labour policy is the more statesmanlike.

THE PRIME MINISTER AT CHEQUERS.

This week Mr. Ramsay MacDonald spent his first week-end at "Chequers," the famous residence bequeathed to the nation by Lord Lee of Fareham for the use of every Prime Minister. I believe the visit may be regarded as something in the nature of a trial trip. The Premier was undecided whether he would spend his spare time at the old house, as his predecessors in office have done; but it seems that the charm of "Chequers" has prevailed, and he means to follow the example of Mr. Lloyd George, Mr. Bonar Law, and Mr. Baldwin.

There appears to be some misconception about the arrangement by which "Chequers" is the country home of the Prime Minister for the time being. It is generally thought that it costs the Prime Minister nothing to stay there. As a matter of fact, he has to meet certain charges, although nothing like what it would cost in the ordinary way, because Lord Lee of Fareham when he gave the place made certain provision for upkeep. Mr. MacDonald's indecision was probably due to the consideration whether he could afford to live there at week-ends.

With regard to this subject, a very interesting story is now being told to the effect that the last time Lord Lee of Fareham stayed at "Chequers"—the inspiration came to him to offer it to the nation, because he foresaw the time was coming when a Labour Government would take office composed of men who only knew the life of the towns. So he determined to give facilities whereby a Labour Prime Minister, absorbed in urban problems, should get away and absorb the spirit of the English countryside. He was inspired as he stood looking across a valley, green and spacious, with trees throwing deep shadows on the pastures, and cows and sheep browsing quietly, so that the scene was suggestive of immemorial calm. Altogether, it is a charming story, which loses nothing of its charm because it is true.

(Continued on page 9.)

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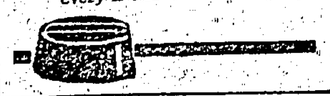

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Shimonoseki:—San-yo Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel, Omori Hotel, Tokyo Station Hotel, Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel

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Taihoku:—Taiwan Railway Hotel

IN CHOSEN

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Keijo (Seoul):—Chosen Hotel
Shingishu:—Shingishu Station Hotel

IN MANCHURIA

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OUR LONDON LETTER.

(Continued from page 8.)

DARING BURGLARIES.

There has been a series of daring burglaries in London in the last few months, most of them perpetrated in broad daylight. Valuables worth £3,000 were taken from a jeweller's shop-window a few mornings ago in Duke Street, St. James's, and the thieves got away on bicycles before the passers-by had recovered from their surprise, and could make any effort to stop them. The plan is to smash a window with a stick, sweep a couple of trays of rings or watches into a bag, jump on a bicycle and ride off. The thief on a cycle can dart in and out among the traffic, or dash along passage-ways, whereas a man in a motor-car would run the risk of being held up in a block at a street-crossing.

I heard of a good illustration of the daring of the shop thieves using bicycles. A West End dairyman, who was at his shop about seven in the morning, saw a young man coming out of a costumier's next door carrying a bundle of silk blouses, which he threw into a tradesman's carrier at the back of his bicycle. The dairyman was inclined to be suspicious, but the youth remarked with a broad grin, "Do you think I could get this little lot down to Petticoat Lane in half-an-hour?" The dairyman, his suspicions disarmed, returned chaff for chaff, and the burglar, with a friendly wave of the hand, sailed off with his valuable haul.

DEMOCRATIC COURT DRESS.

Tennyson's oft quoted line, "The old order changeth yielding place to new" finds fresh application in a social sense since the Labour Party climbed into power. It is obvious that Labour Ministers, some of whom have scarcely ever worn a suit of evening clothes, could not be expected to garb themselves in Court dress, assuming that they had the money to rig themselves out. We therefore have an announcement this week to the effect that the King has decreed that Ministers will be given the option of appearing at levees and other Court functions in less elaborate costumes than the traditional uniforms. This prompt recognition of altered conditions and willingness to smooth the path of others is quite characteristic of King George.

The traditional Court uniform is wonderfully designed to convey an impression of splendour, with gold lace and gold thread that make the wearer resplendent in the soft glow of artificial light when attending the Court. But the cost ranges from about £120 to £200. The King now permits those who desire it to wear a modified Court dress—black tail coat, knee breeches, and silk stockings—and the total cost of this garb is about £15. This is what, I suppose, may be called the democratic touch. It opens the opens the door in a sartorial sense to St. James's and Buckingham Palace for the future. Possibly Croesus, M.P., will not be able to appreciate the change, since he will be prevented from "throwing his money at you," as the saying is, but there is no reason to fear that the Royal concession will result in a loss of dignity at Court.

The innovation has been approved by writers in the Press, who are agreed that the diplomatic and official circles will supply all the colour necessary to make the Court functions the brilliant affairs they have been in the past. There is also good reason to believe that the Queen will follow the example of His Majesty by permitting a less costly form of dress for Ministers' wives.

THE QUEEN AND LABOUR LADIES.

Although no definite plans have as yet been made, I have reason to state that the Queen, tactful and thoughtful as usual, proposes to hold informal receptions in the afternoon shortly at Buckingham Palace in order that Her Majesty may have the opportunity to meet the wives of the minor members of the new Government. In the absence of some such arrangement there would not be much chance of the latter being received in any marked way by the Queen.

The reception is to be held in Her Majesty's private drawing-room, and the idea is to meet the guests as any private lady would meet her friends or acquaintances in her private house. There will be no ceremony at all. I understand that Queen Mary is entirely responsible for this very pleasant innovation, and I hear that it will be exceedingly appreciated by the wives of the Labour men.

DRURY LANE'S NEW CHIEF.

It is a tribute to the place which Drury Lane Theatre occupies in public estimation that the retirement of Mr. Arthur Collins, the managing-director, is regarded almost as a national event. He has been not only managing-director but has also acted as producer for the last 28 years. In 1896 he succeeded to the position so long held by the late Sir Augustus Harris. At that time there were people who predicted that the glories of the old house had departed; but so far from this being the fact the theatre under Mr. Collins's management more than maintained its prestige. Drury Lane pantomimes and dramas have drawn crowds that could not be assembled anywhere else in London, and there were spectacles of the most surprising magnificence, and startling scenes in a long succession, each of them a triumph in its way.

Mr. Collins's successor at Drury Lane is Mr. Basil Dean, who has a reputation as a great organiser. He has also enthusiasm. Twenty years ago he was only earning £1 a week as a member of a travelling company in the provinces, and he certainly knows the ups and downs of an actor's life. During the war he proved his ability by running over a score of theatrical productions here and in France for the amusement of the troops. The famous house in Drury Lane will test his capacity in quite a new field of dramatic art, for the theatre has traditions peculiar to itself.—H.B.

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SANDAKAN	"HINSANG"	Wednesday,	2nd Apr., 1 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday,	2nd Apr., 3 p.m.
SHANGHAI via SWATOW	"FAUSANG"	Friday,	4th Apr., 7 a.m.
MANILA	"YUENSANG"	Saturday,	5th Apr., 11 a.m.
SHANGHAI via SWATOW	"WAISHING"	Sunday.	6th Apr., 7 a.m.
KOBE via SHANGHAI	"KUTSANG"	Wednesday,	9th Apr., 7 a.m.
TIENTSIN	"CHEONGSHING"	Wednesday,	9th Apr., Noon.
MANILA	"SUISANG"	Saturday,	12th Apr., 11 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	13th Apr., 10 a.m.
KOBE via MOJI	"LAISANG"	Friday,	18th Apr., Noon.
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"GLENAPP"	15th May	"GLENOGLE"		22nd Apr.
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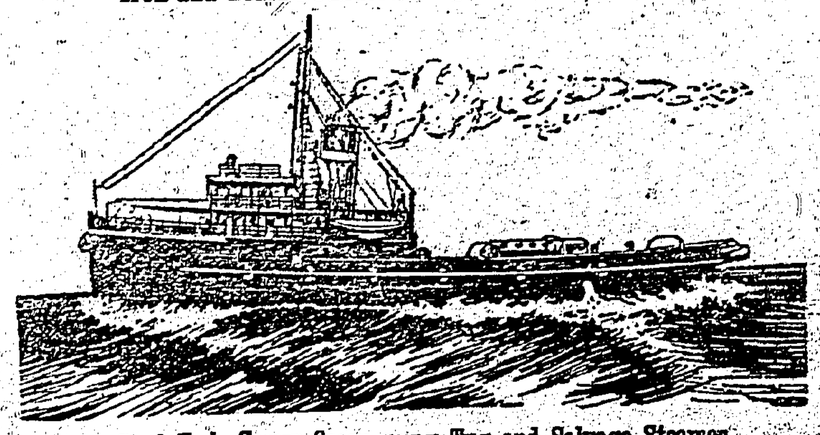

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SHIPPING NEWS

ARRIVALS.

March 29th.

Hsinchang, Chinese str., 1,25 tons, Capt. J. Sundlo, from Shanghai, with a general cargo, lying at C.M.S.N. wharf.—C.M.S.N. Co.

Kaga Maru, Japanese str., 3,615 tons, Capt. M. Furuhashi, from Seattle and Manila, the latter port she left on March 25th, with a general cargo, lying at buoy No. A8.—N.Y.K.

Mirrmac, British str., 4,810 tons, Capt. Hy Nicholas, from Shanghai, with a general cargo, lying at buoy No. A3.—B. & S.

Scalda, British str., 3,411 tons, Capt. Hopkirk, from Swatow, with a general cargo, lying at Stonecutters.—H.M.H. Nemazee.

Yei-Maru No. 2, Japanese str., 1,623 tons, Capt. K. Okutani, from Bangkok, with a general cargo, lying at buoy No. C20.—M.B.K.

March 29th.

Albert Vogler, German str., 3,415 tons, Capt. Ziegenmeyer, from Shanghai, with a general cargo, lying at buoy No. A4.—Reuter Brockmann & Co.

Awa Maru, Japanese str., 6,029 tons, Capt. T. Kurita, from Moji Japan, with a general cargo, lying at No. 3 pier Kowloon wharf.—N.Y.K.

Chitdal, Norwegian str., from Canton, lying at buoy No. C40.

Chungking, British str., 1,311 tons, Capt. J. P. Fraser, from Tientsin and Swatow, with a general cargo, lying at buoy No. C19.—B. & S.

Glenslane, British str., 4,011 tons, Capt. W. E. Roberts, from Singapore, with a general cargo, lying at Kowloon wharf.—J. M & Co.

Hydrangea, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chai On wharf.—Chai On S.S. Co.

Kishu Maru, Japanese str., 1,358 tons, Capt. H. Ouchi, from Keelung, with coal, lying at buoy No. C47.—O.S.K.

Kochi Maru, Japanese str., 1,752 tons, Capt. S. Suzuki, from Saigon, with a general cargo, lying at buoy No. B56.—Suzuki & Co.

Kweiyang, British str., 1,588 tons, Capt. A. Tucker, from Singapore and Amoy, with a general cargo, lying at buoy No. B15.—B. & S.

Liangshan, British str., 1,220 tons, Capt. D. L. James, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Lushan Maru, Japanese str., 1,506 tons, Capt. T. Yasukawa, from Shanghai and Swatow, with a general cargo, lying at Stonecutters.—N.Y.K.

Nishiyama Maru, Japanese str., 1,523 tons, Capt. T. Sato, from Muke, with a general cargo, lying at buoy No. B30.—M.B.K.

Perseus, British str., 6,296 tons, Capt. W. Simpson, from Shanghai, with a general cargo, lying at buoy No. A2.—B. & S.

President Lincoln, American str., 8,359 tons, Capt. H. L. Jones, from San Francisco and Shanghai, the latter port she left on March 27th, with a general cargo, lying at No. 5. Kowloon wharf. Pacific Mail S.S. Co.

Tamang, British str., 1,556 tons, Capt. C. S. Isbister, from Manila, with a general cargo, lying at buoy No. C14.—B. & Swire.

Uwajima Maru No. 16, Japanese str., 685 tons, Capt. S. Katayama, from Sama Bay and Haihow, with salt, lying at buoy No. C16.—Y.K.K.

Vulcanus, Dutch str., 707 tons, Capt. G. C. Dilg, from Tamsui, lying at A. P. wharf.—Asiatic Petroleum Co.

Wong Shek Kung, Chilean str., from Canton, lying at buoy No. B23.

Yatshing, British str., from Canton, lying at buoy No. B7.

March 30th.

Hai Foong, British str., 1,146 tons, Capt. W. S. Turnbull, from Foochow, Amoy Swatow, with a general cargo, lying at Douglas wharf.—Douglas Lapraik & Co.

Porthos, French str., 7,820 tons, from Shanghai, with a general cargo, lying at buoy No. A6.—M.M.

Sunning, British str., from Canton, lying at buoy No. B9.

Toyei Maru, Japanese str., from Canton, lying at Stonecutters.

CLEARANCES.

March 28th.

Canton Maru, for Haiphong.
Jok Lodw Mowinckel, for Canton.
Kwong Ping, for Amoy.
Siam, for Takao.
Swi Sang, for Manila.
Yanon, for Haihow.

March 29th.

Amakusa Maru, for Swatow.
Atagosan Maru, for Hongay.
Awa Maru, for Singapore.
Chipshing, for Tientsin.
City of York, for Singapore.
Daibyeak, for Kobe.
Hangping, for Shanghai.
Hanoi, for Kwang Chow Wan.
Hengta, for Wei-hai-wei.
Hinchang, for Canton.
Lee Sang, for Haihow.
Lushan Maru, for Canton.
Nam Wah, for Tourane.
Phcumphenh, for Saigon.
President McKinley, for Shanghai.
Reens, for Haihow.
Resolute, for Shanghai.
Senyo Maru, for Keelung.
Shave, for Batavia.
Tjikembang, for Banka.
Tjisalak, for Nagoya.
Toget Maru, for Hongay.
Fuleenus, for Swatow.
Wah Shun, for Kwang Chow Wan.
Yatshing, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. *Glenstane* on March 29th:—Mr. Turnbull and Mr. Dalton.

Per s.s. *Awa Maru* on March 29th:—Mr. Nakano.

Per s.s. *Hai Foong* on March 30th:—From Foochow: Mrs. S. S. Newton. From Amoy: Mr. J. Shields, Mr. J. S. Mudford, A. A. Carvahlo and Mr. F. G. E. de Silva.

Per M.M. s.s. *Porthos*, from Shanghai for Hongkong:—Mr. R. A. Kreulen, Mr. J. Ferguson, Mr. W. G. Petersen, Mr. P. Kilbois, Mr. J. Lambert, Mr. V. Duhard, Mr. Nouveaux, Miss Begue, Mr. J. Golloh, Mr. Griffin, Miss. Root, Rev. P. Sallon, Misses Marie, Hilde and Mereia Barradas, Mr. M. H. Gutters, Mr. L. Savitsky, Mr. A. P. Derbin, Mr. G. J. Chayne, Mr. R. R. Norton, Mrs. M. Badaloff, Mrs. Neves. The passengers on board number 60 first class, 28 second class, 36 third and 114 intermediate—total 238.

Per s.s. *President Lincoln*, on March 29th:—For Hongkong: Mrs. J. V. Achin, Miss Ruby E. Archin, Miss Margaret Chayes, Mr. and Mrs. P. W. Stanefield, Mrs. Charles H. Tinsley, Mr. Thomas W. G. Wallace, Mr. Frederick R. Wulsin and several Chinese passengers. For Manila: Mrs. L. M. Batzer, Mrs. and Mrs. Wm. F. Bogart, Mr. H. G. Boggs, Mrs. E. M. Bott, Miss T. Bott, Mrs. E. Burchfield, Mrs. M. Burchfield, Miss E. Camantiles, Miss Mary Chamberlain, Mr. and Mrs. Wm. I. Cole, Mrs. L. J. Crane, Mr. H. D. Creuf, Miss V. Dixon, Mr. and Mrs. A. R. Ellert, Mr. J. L. Fleming, Dr. and Mrs. S. J. Gardner, Mr. Harry B. Hammond, Mr. Sigfried Hart, Mr. Cyril J. Hoogs, Mrs. N. King, Mrs. O. M. Liles, Miss J. E. Liles, Mrs. A. M. McInerney, Mr. F. R. Miller, Miss I. L. Mina, Mr. and Mrs. S. G. Oftedahl, Mr. and Mrs. A. J. Powers, Mr. Wm. S. Richardson, Mr. S. Richmond, Dr. E. Roa, Mr. and Mrs. A. M. Slack, Miss B. Sterling, Mr. Wm. Stodart, Mrs. K. R. Strathy, Rev. J. Villaverde, Miss M. E. Waite, Mrs. Z. Wallace, Mr. and Mrs. Harold Weston, and Miss M. Cook.

SHIPPING MOVEMENTS.

The Dollar steamship *President Harrison*, which sailed from Hongkong on February 5th at 10 a.m., arrived at New York on March 27th at 6 a.m., as per schedule. She is the first Dollar liner to complete a circuit of the globe and her arrival at Boston and New York in 48 and 51 days respectively creates what is believed to be an unusual record for time in transit between Hongkong and these two ports.

VESSELS EXPECTED.

Alps Maru (O.S.K.), due April 2nd.
Andre Lebon (M.M.), due 28th April.
Anyo Maru (T.K.K.), due April 6th.
Atsuta Maru (N.Y.K.), due April 8th.
Autolycus (Blue Funnel Line), due April 13th
Automedon (Blue Funnel), due April 25th.
Chambord (M.M.), due April 7th.
Empress of Russia due to-day 6 a.m.
Empress of Australia due April 10th.
Helenus (Blue Funnel Line), due April 7th.
Hawea (B.I. & April), due April 1st.
Jeypore (P. & O.), due to-day, 6 p.m.
Patroclus (Blue Funnel), due April 14th.
Paul Lecat (M.M.), due 21st April.
President Adams (Dollar), due to-day.
President Jefferson, (Admiral), due April 11th.
President Polk (Dollar), due April 28th.
Thesens (Blue Funnel), due April 28th.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"PARIS MARU" ... ... Wednesday, 9th Apr.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"CHICAGO MARU" ... ... Wednesday, 23rd Apr.

BOMBAY via Singapore and Colombo.
"BURMA MARU" ... ... Friday, 4th Apr.
"SHUNKO MARU" ... ... Wednesday, 16th Apr.

BANGKOK via SAIGON.
"KISHU MARU" ... ... Tuesday, 1st Apr.

CALCUTTA via Singapore & Rangoon.
"HAGUE MARU" (Calls at Penang) ... ... Thursday, 17th Apr.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"BORNEO MARU" ... ... — 13th
"ANNAN MARU" ... ... — 15th
"ALABAMA MARU" ... ... Sunday, 13th Apr.

NEW YORK via Japan Ports, San Francisco and Panama.
"HAVANA MARU" ... ... Beginning of May.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
"ALPS MARU" ... ... Wednesday, 2nd Apr.
"ALABAMA MARU" ... ... Sunday, 13th Apr.
"ANDES MARU" ... ... Tuesday, 15th Apr.

KEELUNG via SWATOW & AMOY.
"KAIJO MARU" ... ... Sunday, 6th Apr., 11 a.m.

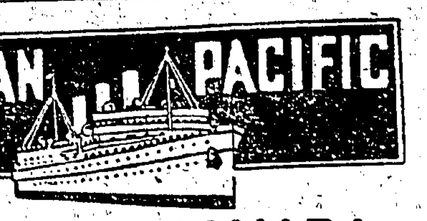
TAKAO via SWATOW & AMOY.
"KOTSU MARU" ... ... Thursday, 10th Apr.

TAKAO & KEELUNG.

For further particulars please apply to—
OSAKA SHOSEN KAISHA.
K. SHIMA, Manager.

Telephone Nos. 4088, 4089, 4090.

CANADIAN PACIFIC



HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Russia	Apr. 3	Apr. 21	Montroyal	May 2	May 9
Empress Australia	Apr. 18	May 7	Melita	May 14	May 21
*Empress Canada	Apr. 18	May 24	Montroyal	May 30	June 6
Empress Asia	May 8	May 26	Empress Scotland	June 4	June 11
Empress Russia	May 29	June 16	Minnedosa	June 25	July 2

* Via Honolulu.

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
March 26	March 28	Empress Russia	March 29	March 31
April 30	May 2	Empress Asia	May 6	May 5
May 21	May 23	Empress Russia	May 24	May 26
June 25	June 27	Empress Asia	June 28	June 30

Passenger Department: Tel. 725. Cables: CACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

"Via HONOLULU—THE PARADISE OF THE PACIFIC."

REDUCED FARE TO EUROPE.
£120 £112—£110
First class throughout Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS	LEAVE HONGKONG
KOREA MARU	20,000 tons, Apr. 8th, 1924.
SHINYO MARU	22,000 tons, Apr. 23rd (from S'hai)
SIBERIA MARU	20,000 tons, May 5th, 1924.
TAIYO MARU	22,000 tons, May 18th to Kobe Direct.
TENYO MARU	22,000 tons, May 28th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUT TO BUENOS AYRES.

STEAMERS	TONS.	LEAVE HONGKONG
ANYO MARU	18,700	April 24th.
SEIYO MARU	14,000	June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.
For full information regarding Passengers, Freight and Sailings, Apply to—
Y. TSUTSUMI, Manager.
King's Building,
Tel. Nos. C. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG.

For CANTON
For HAIPHONG via Hoihow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars, please apply to—
Branch Office: S. MITAMAI Agent.
No. 37, Bonham Strand, West. Top Floor, King's Building.
Tel. Central No. 155. Tel. Central No. 140.

VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND—OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly Service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.

S.S. "OOSTKERK"	due Hongkong	10th Apr.
S.S. "OUDKERKERK"	" "	6th May
S.S. "OLDEKERK"	" "	3rd June

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
S.S. "MAPIA"	Amsterdam, Rotterdam, Hamburg & Bremen	8th Apr., 1924.
S.S. "ALDERAMIN"	Rotterdam, Amsterdam, Hamburg & Bremen	Beg. of May, "
S.S. "OOSTKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	Beg. of June, "

For full particulars please apply to—
JAVA-CHINA-JAPAN LIJN.
General Agents.
York Building.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" ... ... Apr. 9th, at 6 p.m.
S.S. "PRESIDENT CLEVELAND" ... ... May 7th, at 6 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	VISIT
SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK.		YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.

HONGKONG—MANILA

S.S. "PRESIDENT LINCOLN" ... ... Mar. 30th, at 12 Noon.
S.S. "PRESIDENT CLEVELAND" ... ... Apr. 27th, at Noon.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.
S.S. "LAKE FAULK" ... ... April 2nd, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st FLOOR, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO." Tel. Central 141, " " 3322. Canton Agents: HOLYOAK, MASSEY & CO., LTD.

N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440

KAGA MARU	Friday,	4th Apr., at 11 a.m.
IYO MARU	Thursday,	17th Apr., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU	Wednesday,	9th Apr., at 11 a.m.
KAMO MARU	Sunday,	27th Apr., at 11 p.m.

HAMBURG via LONDON & ROTTERDAM.

TOSHIMA MARU	Thursday,	17th Apr.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU	Friday,	18th Apr., at 11 a.m.
AKI MARU	Wednesday,	14th May, at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU	Thursday,	8th Apr.
TOBA MARU	Sunday,	4th May

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU	Tuesday,	8th May

BOMBAY via Singapore & Colombo.

SADO MARU	Thursday,	10th Apr.
MALACCA MARU	End of Apr.	

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU	Friday,	4th Apr.

NAGASAKI, KOBE & YOKOHAMA.

ARI MARU	Friday,	11th Apr.

SHANGHAI, KOKE & YOKOHAMA.

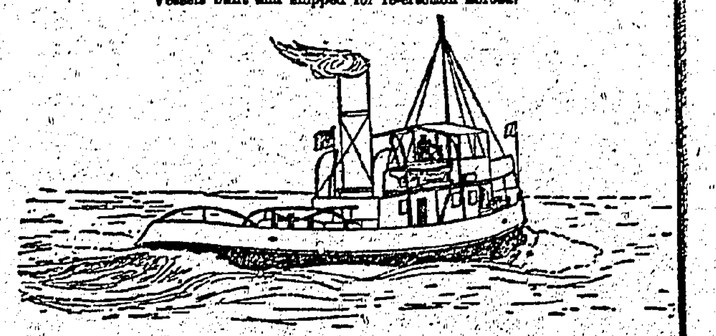
HOKODATE MARU	Monday,	31st Mar.
ATSUTA MARU	Wednesday,	9th Apr.
KASHIMA MARU	Tuesday,	22nd Apr.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 202, 203 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

Builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



THE MOTOR BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF CAIRO" .....18th April .....Mars., L'don., R'dam. & Hamburg

PASSENGER SERVICE.

"CITY OF CAIRO" .....18th April .....Marseilles, London, etc.

FARES TO LONDON.

SINGLE	1st Class	"A"...£ 93.	"B"...£ 84.	2nd Class	"A"...£ 62.	"B"...£56.
RETURN	"	"A"... 161.	"B"... 147.	"	"A"... 108.	"B"... 98.

Cargo Steamers, Saloon Passage £62.

NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

For further particulars apply to—

THE BANK LINE, LTD.
(Tel. Central 780).

or to HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

S.S.	"CITY OF BRISTOL" ...	...via Suez Canal	1st Apr.
S.S.	"ATREUS"	...via Suez Canal	11th Apr.
S.S.	"KNARESBRO"	...via Suez Canal	21st Apr.
S.S.	"KEEMUN"	...via Suez Canal	1st May.

Steamers proceed via Suez Canal or Panama Canal at Owners'option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD SWIRE OR THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON. [17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Prc. Arr. at Hong. and Sailing for S'hai. and Japan.	Prob. Sailing from Hongkong for Marseilles.
AMAZONE	—	—	13th April
ANGKOR	—	—	27th April
CHAMBORD	6th Mar.	7th Apr.	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS	1st Class	£ 95. 0s. 0d.	B CLASS STEAMERS	1st Class	£ 83. 0s. 0d.
	2nd "	£ 68. 0s. 0d.		2nd "	£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

S.S. "DR. P. BENOIT" loading for MARSEILLES, HAVRE, ANTWERP & DUNKIRK about the 2nd half of April.

S.S. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about the 27th of March.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,
2, QUEEN'S BUILDING.

Telephone Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION. 21

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG ...	Capt. W. S. Turnbull	Tuesday,	1st Apr., at 1 p.m.
HAICHING ...	Capt. A. H. Stewart	Friday,	4th Apr., at 1 p.m.
HAIHONG ...	Capt. Ellis Walker	Tuesday,	8th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager. [13

JAPAN COAL AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"	8,318	3rd April, Noon	S'pore, Penang, Colombo & B'bay.
"KHYBER"	9,014	5th April	Marseilles, London & Antwerp.
"LAHORE"	5,252	13th April	Singapore & Bombay.
"NELLORE"	6,585	17th April	Mars., L'don. A'werp & R'dam.
"CHINA"	7,932	19th April	Marseilles, London & Antwerp.
"SOUDAN"	6,696	26th April	S'pore., Penang, Colombo & B'bay.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"MIRZAPORE"	6,715	8th May	S'pore., Colombo & Bombay.
"PLASSY"	7,426	17th May	Mars., London & Antwerp
"KASHMIR"	8,983	24th May	do.
"SICILIA"	6,813	25th May	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	31st May	Mars., London & Antwerp
"KASHGAR"	8,840	14th June	Mars., London & Antwerp.
"SOUDAN"	6,696	23rd June	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	28th June	Mars., L'don. & A'werp.
"KARMALA"	9,098	12th July	do.
"SICILIA"	6,813	22nd July	S'pore, Penang, Colombo & B'bay.
"MALWA"	10,941	26th July	Mars., L'don. & Antwerp.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.

BRITISH INDIA—APCAR SAILINGS

"TORILLA"	5,205	8th April	Singapore, Penang, Colombo,
"TALMA"	10,000	13th April	do.
"JAPAN"	6,052	29th April	do.
"TANDA"	6,956	6th May	do.
"TAKADA"	6,949	25th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	2nd Apr., 10 a.m	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th Apr.	Island, Townsville, Brisbane,
"EASTERN"	4,000	28th May	Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SOUDAN"	6,696	4th Apr.	Shanghai.
"KASHMIR"	8,963	5th Apr.	Shanghai, Moji & Kobe
"ST. ALBANS"	4,500	5th Apr.	Moji & Kobe.
"GOGRA"	5,181	7th Apr.	do.
"TANDA"	6,956	15th Apr.	do.
"PLASSY"	7,426	22nd Apr.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,949	5th May	do.
"KHIVA"	9,097	6th May	Shanghai, Moji & Kobe.
"SICILIA"	6,813	13th May	Shanghai.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"SOUDAN"	6,696	11th June	Shanghai.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	6,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"ALWAM"	10,941	18th Oct.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "LEGAZPI" ... ... 2nd Apr.
S.S. "C. LOPEZ Y LOPEZ" ... ... 17th May.

For SHANGHAI and JAPAN PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... ... 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.

For Freight and/or passage apply to:—

O. D. BARRETTO,
28, Central Avenue, H.O., CANTON.

BOTELHO BROS.,
Alexandra Building, Hongkong.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "MOORISH PRINCE"...expected 21st March, sailing 1st April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST) LIMITED.
(Incorporated in Great Britain)
St. George's Building [21

Telephone: Central 313.
Telegrams: (Furness).

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
AMOY & SHANGHAI	"SUIYANG" ...	On 1st Apr., D.L.
SWATOW & BANGKOK	"KALGAN" ...	On 1st Apr., 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUIOHOW" ...	On 1st Apr., 4 p.m.
AMOY, SWATOW & SINGAPORE ...	"KWEIYANG" ...	On 1st Apr., 4 p.m.
SHANGHAI	"SOOCHOW" ...	On 2nd Apr., D.L.
AMOY, SWATOW & SINGAPORE ...	"TAMING" ...	On 2nd Apr., 4 p.m.
SWATOW & SHANGHAI	"KANCHOW" ...	On 3rd Apr., 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW" ...	On 5th Apr., D.L.
SHANGHAI	"SZECHUEN" ...	On 5th Apr., D.L.
SWATOW & SHANGHAI	"TIENTSIN" ...	On 6th Apr., 10 a.m.
HOIHOW & BANGKOK	"TEAN" ...	On 6th Apr., Noon.
AMOY & SHANGHAI	"CHIHLI" ...	On 8th Apr., D.L.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN" ...	On 8th Apr., 10 a.m.
SWATOW & BANGKOK	"KWANGTUNG" ...	On 8th Apr., 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW" ...	On 9th Apr., 2 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.

TELEPHONE CENTRAL 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Moji, Kobe, Osaka & Yokohama
"KUT"	5th April	8th April

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage apply to BUTTERFIELD & SWIRE.
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DAGRE CASTLE" ... ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE, FOR BRINDISI, VENICE AND TRIESTI (FIUME.)

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S.	"NUMIDIA"	Sails about 4th April.
S.S.	"FIUME-L"	Sails about 5th April.
S.S.	"AUSSA"	Sails about 1st May.
S.S.	"DUCHESSA D'AOSTA"	Sails about 3rd May.
S.S.	"SILVIO PELLICO"	Sails about 1st June.
S.S.	"NIPPON"	Sails about 3rd June
S.S.	"ROSANDRA"	Sails about 3rd July

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	"VENEZIA"	Sails about 7th April
S.S.	"NUMIDIA"	Sails about 3rd May.
S.S.	"FIUME-L"	Sails about 8th May.
S.S.	"AUSSA"	Sails about 4th June.
S.S.	"DUCHESSA D'AOSTA"	Sails about 7th June.
S.S.	"SILVIO PELLICO"	Sails about 4th July.
S.S.	"NIPPON"	Sails about 8th July.
S.S.	"ROSANDRA"	Sails about 7th August.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

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DODWELL & CO., LIMITED,
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STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B.	"West Cajoot"	Due Hongkong 21st Mar. Leave Hongkong 4th Apr.
U.S.S.B.	"West Ivan"	Due Hongkong 8th Apr. Leave Hongkong 11th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B.	"West Prospect"	Due Hongkong 9th Apr. Leave Hongkong 11th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
1st Floor, Queen's Building,
Phone No. Central 2008.

L. EVERETT,
General Agent for
JAPAN-CHINA-PHILIPPINES,
INDO-CHINA-STRAITS & JAVA.

G. P. BRADFORD,
Res Agent. [122

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Japan	*Jaypore*	31st Mar.
Shanghai	*Szechuen*	31st Mar.
U.S.A., Japan & Shanghai ...	*Pres. Adams* ...	31st Mar.
Manila	*Emp. of Russia* ...	31st Mar
Straits	*Hoihow*	1st April
Europe via Suez (Letters and papers, London 6th Mar., & Parcels 28th, Feb.)	*Kashmir*	4th April
Australia & Manila	*St. Albans* ...	4th April
Australia & Manila	*Kut* ...	4th April

OUTWARD MAILS.

For	Per	Date.	
Japan	*Bandoeng Maru* ...	Monday, 31st,	10.30 A M
Shanghai, Japan, Canada, U.S.A., Central and South America, and *EUROPE via VICTORIA, B.C.—due Victoria, B.C., 18th April.	*Pres. Mckinley*	Parcels ...	Noon
		Registration	2.45 P M
		Letters	4.30 P M
Straits & Suez	*Meriones*		2.30 P M
Swatow	*Hydrangea* ...		3.30 P M
Amoy	*Suiyang*		5.00 P M
Saigon	*Edenton*		5.00 P M
		APRIL	
Swatow and Bangkok	*Hopsang*	Tuesday, 1st,	8.30 A M
Manila	*Pres. Adams* ...		10.30 A M
Swatow, Amoy and Foochow	*Haifoong*		Noon
Manila	*Pres. Jackson* ...		3.30 P M
Swatow and Bangkok	*Kalgan*		1.00 P M
Wei Hei Wei	*Huichow*		2.30 P M
Saigon and Bangkok	*Kishu Maru* ...		2.30 P M
Amoy	*Kweiyang*		2.30 P M
Swatow	*Wosang*		5.00 P M
Shanghai	*Soochow*		6.00 P M
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 15th April. ...	*Arafura* ...	Parcels	5.00 P M
		Wednesday, 2nd, Registration	8.00 A M
		Letters	8.30 A M
Sandakan	*Hinsang*	Wednesday, 2nd,	Noon
Straits and Calcutta	*Fookuang*		1.00 P M
Amoy	*Taming*		2.30 P M
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 21st Apr., and Europe via Siberia (Correspondence specially superscribed "Via Siberia" only.)	*Emp of Russia*	Parcels for Canada only:— Wednesday, 2nd,	5.00 P M
		Thursday 3rd, Registration	9.15 A M
		Letters	10.00 A M
Manila, *Singapore and parcels only for Germany via Hamburg	*Derfflinger* ...	Thursday, 3rd,	5.00 P M
Swatow, Amoy and Foochow	*Haiching*	Friday, 4th,	Noon
		Parcels 4th, Saturday, 5th, Registration	5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 3rd May. ...	*Khyber* ...		9.45A M
Manila	*Yuensang* ...	Letters ...	10.30 A M
			10.00 A M
Swatow, Amoy & Foochow	*Hai Hong*	Tuesday, 8th,	Noon

*Correspondence bearing vessel's name only.

Printed at "Hongkong Daily Press" Office.

COMMERCIAL.

OPENING QUOTATIONS.

29th March, 1924.

On London.—	
Telegraphic Transfer ...	...2/4⅛
Bank Bills, on demand ...	...2/4 5/16
Bank Bills, at 30 days' sight ...	...
Bank Bills, at 4 months sight	2/4⅛
Credits, at 4 months' sight	...2/5
Documentary Bills, 4 months' sight	...2/5⅛
On Paris.—	
Bank Bills, on demand ...	... 930
Credits, 4 months' sight	... 1,930
On New York.—	
Bank Bills, on demand...	... 80⅝
Credits, at 30 days' sight	... 82
On Bombay.—	
Telegraphic Transfer ...	} 163
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	} 169
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	} nom.
Private, 30 days' sight ...	
On Yokohama.—On demand ...	120⅝
On Manila.—On demand ...	102
On Singapore.—On demand ...	101
On Batavia.—On demand ...	139⅛
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	... —
On Bangkok.—On demand ...	... 78⅜
Sovereign, Bank's Buying rate	...$ 8.27
Gold Leaf, 100 fine, per tael	... 50
Bar Silver, per oz.	... 49⅝

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up..	$20,000,000
Reserve Funds:—	
Sterling	$4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

D. G. M. Bernard, Esq.—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.

A. H. Compton, Esq.	J. A. Plummer, Esq.
G. T. M. Edkins, Esq.	J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak	N. L. Watson, Esq.
A. O. Lang, Esq.	H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. Stephen.

Manager: Hongkong—A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st March, 1924. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. G. STEPHEN,
Chief Manager

Hongkong, 14th November, 1922. [18

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853
Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund...	£3,800,000
Reserve Liability of Proprietors...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, May 8th, 1922. [31

THE BANK OF TAIWAN, LIMITED.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Funds	Yen 12,980,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
4, Des Vœux Road,
Hongkong, 15th September, 1923.

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital...	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 52,637,532.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mengtse	Shanghai
Canton	Nonmeai	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Societe Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to Arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund ...	£1,250,000

BANKERS:
The Bank of England
and
Midland Bank, Ltd.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Vœux Road Central, HONGKONG.

Established 1919.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of	3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [84

INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches
Shanghai.—51, Kiangse Road.
Hankow.—British Concession.

Correspondents in:
London, New York, Chicago, San Francisco Vancouver, B.C., Honolulu, Singapore, Penang Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits enquiries are welcome.

T. H. MAI,
Manager.

[1962

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ..... Yen 73,000,000

Head Office: YOKOHAMA.

Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Peking	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen		Vladivostock

Interest allowed on Current Accounts, Deposits received for fixed periods at rates to be obtained on application.

K. NISHIYAMA,
Manager.

Hongkong, 17th Sept., 1923. [29

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
[Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000	(£12,500,000)
Paid-up Capital ... "	80,000,000	(£6,666,670)
Reserve Fund ... ... "	19,769,180	(£1,647,430)
Special Reserves ... "	22,660,000	(£1,888,330)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal Tjilatjap and Weltevreden.

LONDON BANKERS:—The National Provincial and Union Bank of England, Ltd.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Funds	9,529,435.24

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Co., New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

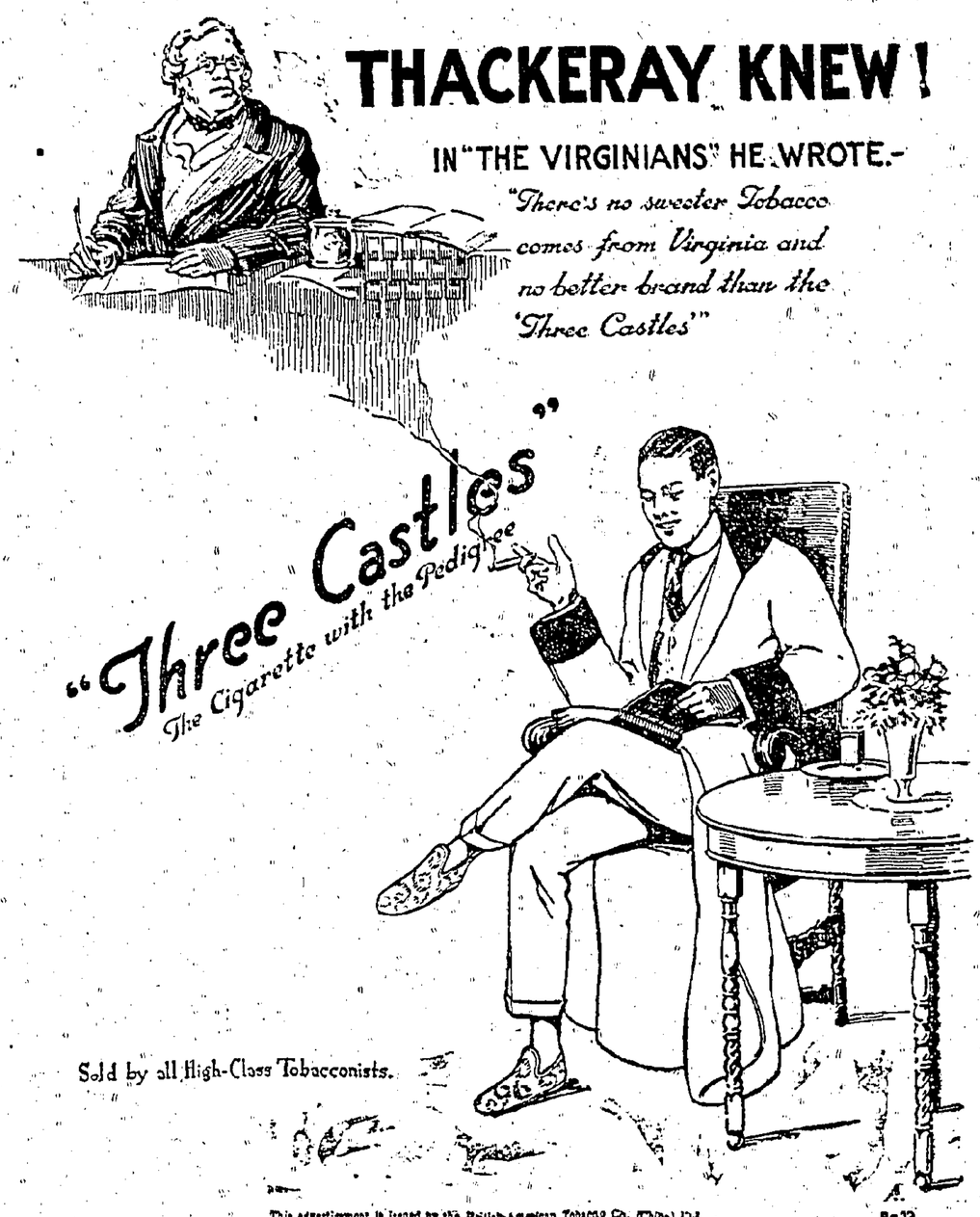
Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE PEI.
Manager.

Hongkong, September 8th, 1921. [30



THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"MERIONES"	To-day.	Havre, London & Rotterdam.
"TROILUS"	7th Apr.	London, Hull, Rotterdam & Hamburg.
"GLAUCUS"	14th Apr.	London, Rotterdam & Hamburg.
"SARPEDON"	22nd Apr.	Marseilles, London & Rotterdam.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"PERSEUS"	1st Apr.	Marseilles, Havre, Liverpool & Glasgow.
"ALCINOUS"	20th Apr.	Genoa, Marseilles, Liverpool & Glasgow.
"EUCER"	1st May	Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PHILOCTETES"	9th Apr.	Victoria, Seattle & Vancouver.
"TYNDAREUS"	6th May	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"ATREUS"	11th Apr.	via Suez and Boston.
"KEEMUN"	1st May	via Suez and Boston.
"OANFA"	21st May	via Suez and Boston.

PASSENGER SERVICE

"PATROCLUS"	15th April	for Shanghai.
"SARPEDON"	22nd April	for Singapore, Marseilles & London.
"PATROCLUS"	19th May	for Singapore, Marseilles & London.
"MENTOR"	16th June	for Singapore & London.
"ANCHISES"	14th July	for Singapore, Marseilles & London.
"SARPEDON"	13th Sept.	for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
AGENTS.

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THE NEW FRENCH REMEDY

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 5s. DR. LeCLERC MED. Co., Navestock Rd., N.W.5 London. SEE TRADE MARKED WORD "THERAPION" IS ON BRITISH GOVT STAMP AFFIXED TO GENUINE PACKETS.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1923.

With Index, Price $7.50.
On sale at the *Hongkong Daily Press*

THE CHINESE MERCHANTS BANK, LTD.
華商銀行有限公司
HEAD OFFICE:
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department

K. C. LAU,
Chief Manager.

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